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City of Anaheim

GROWTH MANAGEMENT ELEMENT

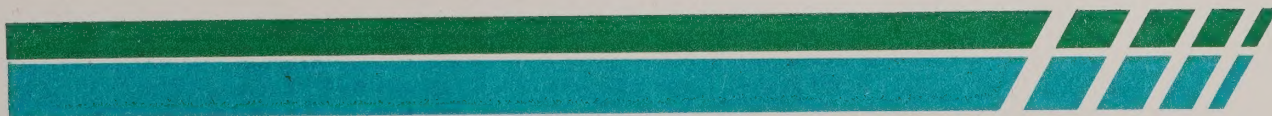
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CITY OF ANAHEIM
GROWTH MANAGEMENT ELEMENT

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GROWTH MANAGEMENT ELEMENT

I. Statement of Purpose and Intent

The purpose and intent of this Element is to set forth the City's Goals and Policies relative to Growth Management to provide that growth and development is balanced with the City's ability to provide an adequate circulation system, public facilities and services. This Element strives to maintain and/or improve the quality of life in Anaheim. This Element is not intended to set a growth policy for the City, but rather to guide the orderly growth and development of the City according to the General Plan.

II. Introduction

1. Overview

The Growth Management (GM) Element contains policies for the planning and provision of public facilities and services that are necessary for orderly growth and development and continued and/or improved quality of life. Presented in this Element are policies and programs for the establishment of specific traffic level of service (LOS) and other public facility/service standards, development mitigation and development phasing. In addition, this Element includes an implementation program for annual monitoring.

This GM Element is structured similar to the other elements of the General Plan. There will be introductory language to the Element and then sections outlining the present status of the facility/service (this will provide a status update since the 1984 update to the General Plan), future outlook, goals and policies. This GM Element is divided into ten sections. Section I provides a statement of purpose and intent for the Element. This section (Section II) provides an overview of the Element and includes discussion regarding General Plan consistency as well as consistency with other Growth Management Programs and Element implementation. Goals and policies for managing land use, circulation, public facilities and services are provided in Sections III through VIII. Section IX includes a discussion of implementation programs for achieving the goals and objectives of the GM Element. Section X provides general definitions for terms utilized in the Element.

2. Consistency With Other General Plan Elements and Growth Management Programs

A primary goal of the Growth Management Element is to provide that the planning, management and implementation of circulation, public improvements, facilities and services are adequate to meet the current and projected needs of the City. While this goal is a high priority, it must be achieved while maintaining internal consistency among the other elements of the General Plan as required by State law. Therefore, the GM Element does not replace or supersede any of the

other General Plan elements; instead, the Element addresses, amplifies and supports public facility and service goals and policies that are included in the other General Plan elements and establishes new standards associated with growth management.

The GM Element is implemented through various coordinated programs developed to support and carry out its goals, objectives and policies. In addition, this Element has been structured to minimize duplication between Measure M, Air Quality Management Plan (AQMP) and Congestion Management Program (CMP) requirements. Tables 1 and 2 on the following pages discuss the relationship between the AQMP, CMP and Measure M, their requirements and how they relate to this Growth Management Element. It should be noted that the CMP does not require specific policies to be incorporated into a Growth Management Element, unlike the AQMP and Measure M. It is included in this discussion primarily because Measure M is similar to the CMP and amended its requirements to match the CMP's in areas such as a seven-year Capital Improvement Program (CIP), adoption of a Transportation Demand Ordinance instead of a Transportation Systems Ordinance, etc.

The GM Element is the most current expression of the City's growth management policies. Consequently, although there is a certain amount of overlap among the General Plan Elements, the GM Element is the key resource document for growth management concerns.

3. Implementation Process

While this GM Element provides a significant resource document for future growth management efforts, it is not the final action necessary to establish a comprehensive Growth Management Program for the City. Rather, the intent of the GM Element is to establish the basic policy framework in the General Plan for future implementing actions and programs. In addition, future amendments to the GM Element may be required to reflect the results of the implementation process or other mandates associated with Measure M, CMP, AQMP, etc.

An important work effort is required in order to implement the established goals and policies of the GM Element. It is also recognized that a transitional period will exist between adoption of the GM Element and the subsequent development and approval of the implementing programs, such as the Comprehensive Phasing Program, discussed later, which would balance building permit issuance with transportation improvements and public facilities/services phasing for any new planned communities in the Hill and Canyon Area. It should be noted that all previously approved projects wherein a legally valid Development Agreement has been approved by the City Council as of the adoption date of the Growth Management Element, shall be exempt from the provisions of this Element; and, said projects shall be subject to the provisions contained in their respective Development Agreement. An annual report will be presented to the City Council on progress toward achieving the goals and policies of this Element. This annual report will include an update on many of the figures, lists and charts which will be considered as annual updates to the Growth Management Element and will not necessitate a General Plan Amendment. The Element contains specific policies and presents programs for implementation that are responsive to Measure M and AQMP requirements.

TABLE 1

COMPARISON OF REGIONAL, COUNTYWIDE AND LOCAL PLANS

- Measure M, Growth Management Plan (GMP)
- AB471, State Congestion Management Plan (CMP)
- SCAQMD & SCAG Air Quality Management Plan

A number of programs, both at State and local levels, have recently been approved and/or implemented with goals of focusing attention to the complex issues of growth management and the provision of needed services and facilities in urban areas. This summary matrix examines and provides a comparison of three such adopted plans which affect Anaheim and Orange County. These include the South Coast Air Quality Management District's (SCAQMD) and Southern California Association of Government's (SCAG) Air Quality Management Plan (which covers the South Coast Air Basin - the 1989 Air Quality Management Plan was approved by SCAG, SCAQMD, and the State of California in 1989), the Congestion Management Program (a requirement of Proposition 111, approved in the Statewide June 5, 1990 election), and the Revised Traffic Improvement and Growth Management Ordinance (Measure M), approved by Orange County voters on November 6, 1990.

**MEASURE M, GROWTH MANAGEMENT
PROGRAM (GMP)**

IMPLEMENTATION

Approved by Orange County voters on November 6, 1990.

Growth Management Element of General Plans required by May 1992.

Adoption of Growth Management Element into General Plans by City Councils and Orange County Board of Supervisors.

Establishment of Growth Management areas required by May 1991.

Checklist of GMP compliance by the Local Transportation Authority (LTA), acting on advice of its Citizens Oversight Committee that GMP's have met check list requirements.

AGENCIES INVOLVED

OCTA, acting as Local Transportation Authority, all Orange County Cities, County of Orange, Regional Advisory Planning Council (formerly City-County Coordination Committee), Measure M Citizens Oversight Committee.

CONGESTION MANAGEMENT PROGRAM (CMP)

Approved by voters on June 5, 1990.

Preparation of CMP by the local transportation agency (OCTA).

Develop CMP in consultation with OCTA, Caltrans, Orange County Cities, County of Orange, SCAG, and SCAQMD.

Review by SCAG for required consistency with other County CMPs and regional plans.

Orange County Cities, County of Orange, OCTA, Caltrans, SCAQMD, SCAG.

**SCAQMD & SCAG REGIONAL AIR QUALITY
MANAGEMENT PLAN**

Plan adopted March 17, 1989 by Governing Board of SCAQMD and Executive Committee of SCAG. Adopted August 15, 1989 by California Air Resources Board (CARB). The 1991 Update to Plan has been adopted by SCAG and SCAQMD.

Control measures are to be adopted by local governments, starting the first year with those measures involving the local government as an employer and contractor. Local governments must adopt an air quality element/implementation plan of the general plan by January 1, 1992. During the second and third year, revised local zoning, business license and trip reduction policies and, as necessary, intergovernmental agreements are to be entered into.

Semi-annual progress reports submitted to CARB. SCAG will review local governments' collective performance annually and, at the end of four years, assess the need for preemptive regional regulation.

County-level CMPs will be one mechanism for implementation.

CARB, SCAQMD, SCAG, 139 local governments in four-county South Coast Air Basin (Los Angeles, Orange, Riverside, San Bernardino), special and independent districts, state and federal agencies involved in managing the region.

**MEASURE M, GROWTH MANAGEMENT
PROGRAM (GMP)**

BROADER IMPACT MITIGATION

Must include Growth Management Areas (GMAs), multi-jurisdictional areas drawn to accommodate multi-jurisdictional cooperation in addressing facilities needs.

Councilmembers and County Supervisors in each GMA meet quarterly to determine needs and coordinate improvement projects.

Mitigation fee programs required by all jurisdictions (existing programs may meet this requirement).

Growth Management Elements must contain provisions for:

- Establishment of Traffic Levels of Service
- Development Mitigation Program
- Development Phasing and Monitoring Program

CAPITAL IMPROVEMENT PROGRAM

Must include five-year capital improvement program.

Must outline improvements necessary to meet and maintain traffic and infrastructure service standards.

CONGESTION MANAGEMENT PROGRAM (CMP)

Includes analysis of the impacts of land use decisions on regional transportation systems and the costs of mitigating those impacts.

No requirement for collection of mitigation fees or coordination among local jurisdictions.

Annual monitoring of each jurisdiction's implementation of and conformance with CMP by the CMP Lead Agency.

Must include a seven-year capital improvement program for maintaining and improving traffic and transit standards and for mitigating regional transportation impacts.

Must conform to required air quality mitigation measures.

Traffic improvement projects included in CMP are the basis for the Regional Transportation Improvement Program which competes for State-programmed funding.

**SCAQMD & SCAG REGIONAL AIR QUALITY
MANAGEMENT PLAN**

Conformity findings will be required of regionally significant projects consistent with pending revisions to conformity procedures. Local governments will review plans and mitigate projects to achieve reductions in vehicle miles traveled (VMT) within the subregion. Two subregions exist in Orange County: the northwest and southeast subregions, but these may be revised or expanded.

No development phasing provision, but provides annual monitoring of "reasonable further progress" toward attaining Federal air quality standards. The annual monitoring program rests on input from local governments. Each is required to report its commitment schedule for each control measure, emission reductions attributed to each such measure, growth management plan trend projections, transportation activity indicators, and control measure assumptions.

An aggregate \$92 billion transportation facility improvement plan in the related Regional Mobility Plan focuses on rail transit and carpool lanes, with addition of conventional freeway lanes mostly in outlying areas. Revenues for less than half of this amount are identifiable and taxes and fees, including parking fees, are suggested. Additional funds for projects that reduce emissions from motor vehicles available under AB 2766.

**MEASURE M, GROWTH MANAGEMENT
PROGRAM (GMP)**

TIMING

Guidelines and administrative procedures prepared by Regional Advisory Planning Council by May 1991.

Adoption of GM Element by cities and County within one year of issuance of guidelines and administrative procedures (no later than May 1992).

TRAFFIC LEVEL OF SERVICE

General target standard of D for intersections. Urban area intersections may have lower LOS than that established for the remainder of jurisdictions. Intersections failing to be brought into LOS compliance for reasons beyond local jurisdictional control are added to a Deficient Intersection List and will be improved with Measure M intersection improvement funds.

ADDITIONAL LOS STANDARDS

Planning standards for newly developing areas must also cover fire, police, library, flood control, parks and open space needs, and other necessities as determined by the local jurisdiction.

CONGESTION MANAGEMENT PROGRAM (CMP)

No specified adoption date for CMP.

To be developed and updated annually.

Sets Level of Service E (as measured by Circular 212 or method in most commonly used version of the Highway Capacity Manual), or preexisting level if worse than the minimum standards.

Deficiency plans can address areas that do not meet LOS standards.

Must include standards for frequency and routing of public transit (bus and rail).

**SCAQMD & SCAG REGIONAL AIR QUALITY
MANAGEMENT PLAN**

Effective since adoption in 1989. A 20-year implementation program of which Tier I control measures, using available technology, market incentives and management practices, can be adopted within five years. The California Clean Air Act of 1988 requires an annual five percent reduction of emissions. The 1990 Federal Clean Air Act Amendments require non-attainment areas to submit annual reports demonstrating "reasonable further progress" toward achieving national ambient air quality standards.

Not specified by site or year, but the general goal of the AQMP and related Regional Mobility Plan, Growth Management Plan and Regional Housing Needs Assessment Plan is to recapture and maintain the level of mobility experienced in 1984.

**MEASURE M, GROWTH MANAGEMENT
PROGRAM (GMP)**

TRIP REDUCTION

Cities must adopt a Transportation Systems Management ordinance, or alternative measures, to promote traffic reduction by car and vanpooling, alternative work hours, park and ride facilities, telecommuting, or other means.

Programs must address housing options and job opportunities as they relate to commuting on a city, subregional and countywide basis, including:

- County model policy statement on shortening commute trips
- Countywide format for reporting on progress.

TRAFFIC DATABASE

Requires creation of uniform Countywide transportation model paid for by Measure M.

Requires local agencies to use standardized modeling assumptions and conventions when calculating traffic impacts of development projects.

PENALTIES

Review at least every five years of each jurisdiction's certification of compliance with the GMP.

CONGESTION MANAGEMENT PROGRAM (CMP)

Must include transportation demand ordinance.

Must promote improved jobs/housing balance in order to reduce commuting.

Requires that the socio-economic database be consistent with that contained in SCAG's adopted Growth Management Plan.

Annual conformance review of County of Orange and cities made by the CMP Lead Agency.

**SCAQMD & SCAG REGIONAL AIR QUALITY
MANAGEMENT PLAN**

Control measures to be implemented by local governments include alternative work hours, telecommuting, rideshare and transit incentives, parking measures, vanpool purchase incentives, merchant transportation incentives, automobile use restrictions, carpool lanes and carpool freeway entry ramp bypasses, rail and bus transit improvements. Emphasis now focusing on reduction of VMT and vehicle trips. These are to be done separately for government and private employees, and to go beyond SCAQMD's Regulation XV (required ridesharing gains by major employers under penalty of fine) to require joint programs within multi-tenant buildings and to apply to employers of 25 or more workers (lower threshold than the 100 or more contained in Regulation XV, soon to be lowered to 50)

Not specified, but the transportation activity indicators in annual monitoring report input are to be determined by a working group of SCAQMD, SCAG, Federal EPA, and CARB.

Potential regional agency preemption of authority if local governments' progress in implementing control measures is insufficient.

**MEASURE M, GROWTH MANAGEMENT
PROGRAM (GMP)**

PENALTIES (Cont'd)

Failure to adopt or maintain a qualified GMP by a local agency disqualifies the agency from receiving any portion of Measure M sales tax proceeds.

CONGESTION MANAGEMENT PROGRAM (CMP)

Failure to conform with the CMP may result in the withholding of new State fuel tax funds from the jurisdiction.

**SCAQMD & SCAG REGIONAL AIR QUALITY
MANAGEMENT PLAN**

Denial of construction through the EIR process for non-conforming, locally-funded projects that are part of or connect with the State highway system. Conformity determined by SCAG RMP within AQMP.

Table 2

SIMILARITIES OF MAJOR PLAN REQUIREMENTS

R - Required

O - Optional

N - Not Included

Plan Requirements (1)	Measure M	Regional Air Quality Management Plan	Orange County Congestion Management Program
Establishes Transportation LOS Standard	R LOS "D"	R	R "E" or existing if worse
Uniform Countywide Traffic Model/Database	R	N	R
Trip Reduction/Travel Demand	R	R	R
Transportation Systems Management	R	R	N
Rail and Bus Improvements	R Not a City req.	R	R
Development Phasing	R	N	O
Jobs to Housing Balance	R Policy statement	O	R Promote only
Set Level of Service Standards for Public Services and Facilities Other than Roads	R O Developing vs. Developed cities	N N	N N
Mitigation Requirements for Major Projects	R	R	R
Implementation Plan Requirements	R	R	R
Monitoring Requirements	R	R	R

NOTE: (1) Although the above general requirements may be included in more than one plan, specific requirements may vary.

III. Land Use

This Section addresses land use as it relates to growth management and is intended to supplement the residential, commercial and industrial sections of the Land Use Element of the General Plan. Goals and policies relative to growth management are included herein with the balance of the goals and policies relating to land use included in the Land Use Element.

Present Status:

The Land Use Element represents the City's intention for the physical development of its planning area and the well balanced distribution of land uses within that area. As stated in the General Plan, this physical environment and the distribution of land uses is influenced by the natural environment, social and economic factors and trends, existing land uses, circulation patterns as well as issues and opportunities. One factor which has not been enumerated by the General Plan is the coordination of land use issues with bordering jurisdictions.

The Land Use Element, last comprehensively updated in 1984, divides the City into two primary sectors: Planning Area A and Planning Area B. Planning Area A covers the area generally west of Tustin Avenue. Planning Area A covers subareas such as the Commercial Recreation Area, Western and Central Anaheim and Anaheim Stadium Business Center. Planning Area B corresponds with portions of the Northeast Industrial Area and the Hill and Canyon Area. Land use patterns have been firmly established throughout the entire City as indicated in the Land Use Element. Table 3 shows a breakdown of the land uses according to the 1984 Land Use Element for Planning Areas A and B and shows the citywide acreage based on the 1991 Land Use Acreage Survey.

As recognized in the Land Use Element, more than 72% of Planning Area A is presently developed for urban uses; an urban area being defined as an area having a population density of at least five persons per acre or as an area used for commercial or industrial purposes, excluding agriculture. The General Plan attributes this urbanization to progressive community development policies, relatively level topography and its location within and access to the entire region. Planning Area B is developing under the planned community concept.

The City adopted an Economic Development Strategic Plan in 1990. The purpose of this study was to assess the economic status of Anaheim in relation to the rest of the Greater Los Angeles Metropolitan area and then develop a role for the City of Anaheim to play in the economic development of the City. This report listed a mission statement, goals, strategies and actions and targets growth areas for development. The plan recommended that the CIP should be structured to prioritize projects in the identified growth areas. The City's economic development strategy identified these growth areas as: Anaheim Stadium Business Center, Commercial Recreation Area, Downtown Anaheim, Plaza Redevelopment Area and the Canyon Industrial Area.

TABLE 3

SUMMARY OF LAND USE ACREAGE1984 LAND USE ELEMENT

	<u>Planning Area A</u>		<u>Planning Area B</u>		<u>Citywide</u>
Residential	8,270	29.3%	6,048	21.4%	
Commercial	2,611	9.2%	290	1.0%	
Industrial	3,980	14.1%	820	2.9%	
Other Citywide (community services, transportation, schools, etc.)					<u>6,245</u> 22.1%
Total Acres					28,264

1991 LAND USE ACREAGE SURVEY - CITYWIDE

Residential	11,260	38.5%
Commercial	2,413	8.2%
Industrial	3,195	10.9%
Other Citywide (community services, transportation, schools, etc.)	<u>12,401</u>	42.4%
Total Acres	29,269	

Residential Land Uses

Between 1959 and 1984, the number of multiple family residential units constructed annually exceeded the number of single family residential units, with the exception of the years 1980 and 1981, when single family exceeded multiple family construction. This trend has been attributed to rising land values, housing demand, and the community's desire to accommodate demand by providing a broad range of housing for all income groups.

Much of the housing stock in the Western and Central Areas of the City ranges between 30 and 50 years in age. The City is facing a number of issues associated with these areas. The structures themselves are aging as is the infrastructure. The City is faced with the issue of developing methods of revitalization, while retaining a portion of the City's housing stock as affordable. The City has been addressing the concern through the following:

- o Assemblage of small vacant and underdeveloped parcels;
- o Housing and neighborhood preservation programs;
- o Capital improvement programs; and
- o Community Development Block Grant (CDBG) programs.

These programs have proven successful in a number of areas, however, when older single family residential uses are replaced with more intensive higher density uses, problems arise associated with increased demands on infrastructure systems and public services and utilities, as discussed in subsequent sections of this document. In response to some of these concerns and in an effort to preserve existing neighborhoods, the City's Planning Department recently completed an exhaustive study, known as the 1989-1990 Housing Study, to assess General Plan, zoning, and land use inconsistencies and to ensure that the existing single family neighborhoods would be protected from high density development. In addition, the City has a 1989 Housing Element and 1989 Housing Strategy which both include programs, goals and policies to assist the City in achieving a goal of providing and preserving decent, affordable housing.

Most of the residential uses in the Hill and Canyon Area are being processed as Planned Communities or Specific Plan areas, with higher densities planned where terrain and environmental constraints do not preclude such development. The new developments in the Hill and Canyon Area typically enter into agreements with the City through various mechanisms ranging from Development Agreements, Specific Plans, Public Facilities Plans, etc. which delineate the developer's responsibility for paying for the infrastructure and costs of their development on the City's services for a certain time period. A specific plan may provide for zoning and development standards which differ from existing City standards in order to develop different types of products or provide for enhancements such as uniform monument signage to identify community and neighborhood entrances, and landscaping requirements to set standards for streetscapes and slope treatment.

Commercial Development

Most of the commercial and industrial development is within Planning Area A, with the exception of part of the Northeast Industrial Area, and is primarily located along the more heavily traveled arterial highways and freeways. Anaheim Plaza is the only regionally designated commercial site in Planning Area A and consists of approximately 43 acres.

According to the 1984 General Plan, commercial development in the Hill and Canyon Area consists primarily of neighborhood shopping centers located in activity areas planned to serve area residents, as compared to strip commercial centers along arterial roadways. Approximately 290 acres have been developed or approved for commercial development in this area, of this, approximately 85 acres near Santa Ana Canyon and Weir Canyon Roads has been designated for a Regional Shopping Center.

The General Plan recognizes that future commercial growth will be tempered to the extent that residential development will also be served by such commercial uses located in adjoining communities. The General Plan states that it is likely that commercial office development will continue due to: regional population growth and its attendant demand for services, increased industrial development and its demand for corporate office space, and visibility and exposure found in activity centers such as the

Anaheim Stadium Business Center. However, it is anticipated that the majority of new commercial growth will be in the Anaheim Stadium Business Center, within the Commercial Recreation Area or adjacent to large scale business park developments. This is evidenced through the efforts discussed briefly below:

- o Commercial Recreation Area Specific Plan - This is a long-range comprehensive planning effort with the goal of creating a program to improve and upgrade this area of the City to allow it to evolve into an international resort destination. The plan will establish the Zoning Code for the C-R Area along with appropriate Design Guidelines. Additionally, it will include a Streetscape Program which will assist in the transformation of the area. It will also contain a Public Facilities Plan which will assess and identify the necessary public facilities and services needed to maximize the potential of the area. Finally, it will involve an Implementation Plan which provides a road map to accomplish the plan's recommendations. The Specific Plan and associated Environmental Impact Report is currently in process.
- o Sports Arena - This is a multi-purpose indoor sports and entertainment arena which will have a seating capacity of 20,000. The facility will be utilized for professional sports (i.e., basketball, ice hockey, soccer, etc.), concerts, and other special events such as the circus and ice shows.
- o Disney Expansion - Planning is underway for an expansion of the Disney holdings. A Specific Plan is under preparation as well as the associated Environmental Impact Report.
- o Convention Center Expansion - A \$30 million expansion to the Center opened in the summer of 1990. This expansion added 150,000 square feet of exhibit space, an underground parking garage and a five level parking structure. The underground parking area was designed with the capability to be upgraded to exhibit space when demand warranted. The Community Center Authority recently approved the second part of this expansion, approving the conversion of the underground parking area to 145,800 square feet of exhibit hall space and 9,600 square feet dedicated to rest rooms, concessions and show manager's office.
- o Anaheim Stadium Business Center - The Anaheim Stadium Business Center is generally bounded by the Southern California Edison easement north of and parallel to Katella Avenue, the 57 and I-5 Freeways, and the southern City limits. This area includes Anaheim Stadium, numerous other commercial/office and industrial developments, as well as the Sports Arena. As this area transitions from a primarily industrial area to a regional office center, the need to enhance both infrastructure and public services has been identified through extensive studies conducted by the City.

Industrial Uses

There are four designated industrial areas within the City: the Central Industrial Area, the Freeway Industrial Area, Stadium Industrial Area, and

the Canyon Industrial Area. These areas total approximately 3,195 acres or 10.9% of the entire City. According to the General Plan, a total of 619 acres of industrially designated property within the City is vacant, as summarized below:

TABLE 4

Summary of Vacant Industrial Acreage - 1984 General Plan

Central Industrial Area	18
Freeway Industrial Area	30
Canyon Industrial Area	411
Stadium Industrial Area	<u>160</u>
Total	619

The General Plan anticipates that industrial uses will continue to grow, citing the following reasons: the industrial base is expected to continue diversifying, the City's industrial uses as well as complementary uses have been developed to the point that they are self-generative, exposure to freeways and arterial highways, access to railroad systems, proximity to airport facilities and other manufacturing and services facilities, availability of a large labor pool, proximity to other Southern California markets, availability of a complete range of industrially sized utility systems, soils in most of the City exhibit good load bearing and compaction properties, proximity to a wide range of housing types, and a positive attitude by the City toward industrial land use development. Due to the development of industrially-related commercial uses in the Canyon Industrial Area, a concern has arisen over the future land uses and infrastructure needs for this area (especially transportation concerns). Most of this area is in a Redevelopment Area. Redevelopment staff is currently studying land use trends and capacities to better understand the growth potential of this area.

However, the General Plan also recognizes that some of the existing industrial land uses are deteriorating due to age and/or obsolescence; contributing factors include: lack of off-street parking, poor internal circulation, existing structures were constructed when landscaping and architectural treatments were not the subject of site design and review, there is no expansion potential, and there is a significant need for rehabilitation.

Other Land Uses

In addition to the uses described above, the City categorizes a number of other uses including Community Services, Transportation, Schools, Agriculture, and Vacant land. According to the 1991 Land Use Acreage Survey, there are 12,401 acres, or 42.4% of the City, devoted to Community Services, Transportation uses, Agriculture, Schools, or are vacant.

Future Outlook

Anaheim will continue to grow, not just in terms of commercial, industrial and residential development but also in terms of the population. The population density per household has increased from an average of 2.61 persons per household in 1980 to 2.81 persons per household in 1990 (1990 Census data). Many public services such as police and parks have goals based on population which creates a dilemma since the land use may not be changing, but the population is increasing, creating a need for more public services and infrastructure without the necessary funding increases to pay for the needed upgrades. This provides a challenge to the City as to how the City will accommodate a full diversity of land uses which will provide for the needs as well as the physical and social well-being of existing and future residents.

In order to encourage usage of alternative modes of transportation, multi-family and other types of more intense developments should be located near transit facilities, on major arterials and away from single family neighborhoods.

Proper staging of land use development can avoid overtaxing existing infrastructure and public service systems, but regional development also affects these systems. The City needs to plan for these systems while accommodating both projected local and regional land use, infrastructure and service needs. Anaheim will be working with adjacent cities to coordinate development and provide appropriate mitigation.

The City has adopted a "pay as you go" policy for new development that requires discretionary action such as a Conditional Use Permit or General Plan Amendment. In other words, as a project is proposed, the impacts of each project are assessed to assure that it is not a financial burden to the City. To mitigate identified impacts, the developer pays fees to correspond with their impacts and/or provides another mechanism to offset the project's impacts (i.e., dedication of a fire station, park, road widening, etc.).

The City's Planning Department recently completed a significant study effort, known as the 1989-1990 Housing Study. Slightly over 300 acres were involved in this study and were ultimately re-designated and/or down-zoned. The purpose of this study was to examine all Medium-Density properties west of State College Boulevard to analyze the General Plan and Zoning designations in light of the existing land uses. The City will look to other areas of the City, as needed, to analyze them for similar actions.

The City is looking at alternative land uses such as Single Room Occupancy and mixed use developments, etc. to make more efficient use of land. The concept of a Single Room Occupancy (SRO) is a building designed as a residential hotel (length of stay typically exceeding 28 days) consisting of a cluster of guest units providing sleeping and living facilities in which sanitary facilities and cooking facilities (microwave oven) are provided within each unit; tenancies are monthly with 10% or less of the units rented on a daily or weekly basis. Mixed use developments could involve a mixture of commercial and residential uses on the same site and/or building.

The City has recently enacted Design Guidelines in the Commercial Recreation Area, as mentioned previously. Similar efforts are anticipated for other areas of the City such as the Anaheim Stadium Business Center Area in the future.

Fiscally, the City recognizes the importance of fiscal health within the City. The generation of sales tax is key, and it is important that each area of the City is capable of generating sales tax revenues. Two areas which are being focused upon include the regional shopping center in the Hill and Canyon Area and the revitalization of Anaheim Plaza.

Goal

Provide a full range of land uses in the City to meet the physical, social and fiscal needs necessary to the well-being of existing and future citizens.

Policies

1. Monitor population and demographic trends in the City in order to establish area-specific needs.
2. Direct growth and change to those areas of the City where existing system capacities can accommodate additional demand or where these systems can be readily improved.
3. Prioritize expansion of physical and social service systems' capacities in those areas of the City found to be underserved by facilities or services.
4. Assure a balance of commercial, industrial and residential land uses in order to retain/enhance the economic base of the City.
5. Redefine residential land use and zoning patterns in Anaheim to balance increased density with open space.
6. Design or redesign commercial and industrial areas to provide recreational opportunities for workers in both public and private recreational facilities, as well as parks for passive recreational open space.
7. Address the City's balanced land use mix in conjunction with the review of any General Plan Amendment application that would increase housing and/or employment opportunities.

Goal

Preserve and/or enhance existing residential neighborhoods.

Policies

1. Develop programs, such as the recently completed Housing Study, which will ensure preservation of existing neighborhoods for appropriate areas of the City and provide opportunities, where appropriate, for increased densities, locating the higher density developments along arterials and away from single family neighborhoods.
2. Continue to implement programs such as those contained in the 1989 Housing Strategy (historic preservation, neighborhood revitalization, Community Development Block Grant and others) where appropriate.
3. Examine alternative residential land uses such as single room occupancy developments and mixed use projects and modify the Zoning standards as appropriate.

Goal

Participate in programs involving regional growth issues.

Policies

1. Monitor State legislation affecting air quality, transportation, waste management and other mandates in order to maximize the benefits of these requirements for the City while minimizing their costs.
2. Continue to work closely with adjoining communities in order to coordinate measures to mitigate negative impacts of regional growth on the City.
3. Promote inter-jurisdictional cooperation to eliminate costly duplication of public facilities, and enhancements to local systems such as arterial roads necessary to accommodate the growth of regionally induced demand.
4. Design and implement buffers to protect neighborhoods, parks, open space and other vulnerable areas from increased traffic and other impacts of regional growth.
5. Participate in the Inter-Jurisdictional Planning Forums for the Growth Management Areas (GMAs) in which the City of Anaheim is a member.

Goal

Strive to establish development priorities citywide.

Policies

1. Define the City's major urban centers, channel public investment to those areas, and establish additional incentives for private investment.

2. Identify and encourage development of vacant and underutilized lands where services are available or can be accommodated.
3. Employ strategies within urban growth boundaries, such as public infrastructure investment, to promote infill and rehabilitation of existing properties and to foster permitted development consistent with the protection of quality of life within existing communities.
4. Encourage flexibility and coordinated efforts to expedite development of new housing and to build the various types and prices of housing that respond to the region's housing market as well as to special local and subregional needs.
5. Enlist the support of development and financial communities to increase opportunities for needed housing, and advocate for additional outside financial assistance.
6. Respond in timely manner to requests for comments on Environmental Impact Reports, Mitigated Negative Declarations, and other proposals submitted to the City.

Goal

Develop land use strategies/incentives to reduce the amount of vehicle miles traveled.

Policies

1. Promote the location and type of housing and employment centers to encourage shorter commute and enhance transit-oriented home-to-work mobility.
2. Encourage new pedestrian-oriented development that provides a range of services and amenities to reduce auto use during non-commute times.
3. Support the development of diverse types of public and private transit services within urban areas to facilitate travel, particularly the home-to-work commute.
4. Encourage new development to provide commercial support opportunities for employment centers such as locating restaurants near and/or in employment centers or providing shuttle service to shopping areas.

IV. Community Services and Facilities

1. Police

This Section addresses Police services as they relate to growth management and is intended to supplement the Police Section included in the Land Use Element of the General Plan. Goals and policies relative to growth management are included herein with the balance of the goals and policies relating to police services included in the Land Use Element.

Present Status:

The Police Department, headquartered at 425 South Harbor Boulevard, provides comprehensive services to address the community's needs for public safety and law enforcement by utilizing allocated resources for the prevention, detection and investigation of crimes, responses to calls for service, and maintenance of pedestrian and vehicular safety.

The number of sworn officers has grown 6% in the last six years, from 320 sworn officers in 1984 to 344 in 1991. In addition to the sworn personnel in the Department, there are currently 166 support personnel and 92 part-time positions (police reserves, support personnel, etc.).

The Police headquarters was recently renovated and expanded to 112,000 square feet of floor space to accommodate the increase in personnel, a new detention facility to handle the increase in prisoners and a state-of-the-art communications center. A changing station was developed in the Northeast Industrial Area at Tustin Avenue, north of SR-91 in 1986 to better address the needs of servicing the existing development within the Hill and Canyon Area.

The goal of the Department is to achieve between 1.45 and 1.7 sworn officers per thousand population. The Department is currently achieving a ratio of 1.26, based on the estimated current population of 273,491. Average emergency response time within the City is 4.9 minutes with a Department goal of 3 minutes; non-emergency calls average a response time of 20 minutes which is considered adequate.

The Department receives the majority of its monies from the General Fund. In newly developing areas like portions of the Hill and Canyon Area, benefit districts or other financing mechanisms have been established to provide funds for the new facilities, equipment costs, and other infrastructure.

Future Outlook:

Due to on-going residential and business growth in the City, the Police Department is faced with an increasing demand for their services. There has been an increase in gang/drug-related activities in the developed areas of the City. The Hill and Canyon Area is also experiencing significant population growth. It is estimated that there are currently 40,000 persons residing in this area, with an anticipated 25,000 additional persons once the area is built out (including the City's sphere of influence).

A Police counter is planned to be developed in the Anaheim Stadium Business Center. In order to accommodate the proposed new developments within the City's existing boundaries in the Hill and Canyon Area and the area to the east within the City's sphere of influence, a substation is planned to be built in the Hill and Canyon Area. This substation will be built from funds received from the East Santa Ana Canyon Area Benefit District. It is estimated that the construction, equipment and land for this facility will cost approximately \$3,446,720 in 1988 dollars. Section 17.08.434 of the Anaheim Municipal Code authorizes the imposition of development fees upon undeveloped and substantially undeveloped land to offset the cost of building and equipping police protection facilities necessitated by said development in the Hill and Canyon Area. The cost per unit to offset the costs associated with the development of a new police substation in this area is identified in Table 5 below.

TABLE 5

Cost Per Unit/Acre Allocated for Hill and Canyon Area

Satellite Police Substation

<u>Cost/Unit</u>	<u>Cost/Acre</u>
\$342.00 per dwelling unit	\$7,739.00 per acre

Note: Cost is based on December, 1988 dollars and will be adjusted annually.

Goal

To adequately assess the impacts of proposed development and/or intensification of existing land uses and strive to achieve a goal of 1.45 to 1.7 sworn officers per thousand population, an emergency response time of 3 minutes and a non-emergency response time of 20 minutes.

Policies

1. Provide mandatory review of all new discretionary actions prior to their approval to ensure that impacts to the Police Department are identified and appropriate mitigation measures/conditions of approval are incorporated, including phasing of the mitigation measure/condition.

2. Work with other City Departments to assess needs and secure improvements as necessary to achieve desired response time, personnel goals, and implement preventative measures to reduce the incidence of crime.

Goal

To meet community needs in Anaheim for public safety and law enforcement by utilizing allocated resources for the reduction in the incidence of crime, prevention, detection and investigation of crimes, response to calls for service, and maintenance of pedestrian and vehicular safety.

Policies

1. Maintain and/or establish new Neighborhood Watches in an effort to reduce residential burglaries and to respond to drug-related concerns identified through community groups and citizens.
2. Implement bilingual services in areas identified by the Census, Community Services Division, School Districts, and others as primarily non-english speaking.
3. Continue to conduct Business-Crime Prevention seminars each year in an effort to reduce commercial burglaries.
4. Work with the School districts to make classroom presentations at Anaheim's schools each year in an effort to educate students on laws, safety, and crime prevention.
5. Work with other City Departments to incorporate preventative measures such as the concept of defensible space into proposed developments.
6. Continue to support efforts and findings of public/private efforts such as the Gang and Drug Task Force.

2. Fire

This Section addresses Fire services as they relate to growth management and is intended to supplement the Fire Section included in the Land Use Element of the General Plan. Goals and policies relative to growth management are included herein with the balance of the goals and policies relating to fire services included in the Land Use Element and the Safety and Seismic Element.

Present Status

The Anaheim Fire Department, headquartered at 500 East Broadway, has ten stations throughout the City and operates paramedic units through all but one of the stations. Station #10 does not offer paramedic service; however, the Hazardous Materials Management Team operates from this station. In addition, the Department operates a Training

Center and has a Fire Prevention unit. The goal of the Department is to provide fire prevention, fire suppression, emergency medical aid, hazardous materials abatements, and emergency preparedness to Anaheim citizens in order to minimize loss of life and property.

The estimated emergency response times in the City are:

- a maximum five minute engine company response to 90% of all incidents and a maximum of 8 minute response to the remaining 10% of all incidents.
- a maximum 10 minute truck company response to 90% of all incidents.

The Fire Department has Automatic Aid agreements with all neighboring jurisdictions to ensure minimum response times for all areas.

Additionally, all new buildings are required to be sprinklered. This has resulted in the reduction in insurance premiums for property owners who have sprinklered their buildings.

The Department has adopted the County's Hazardous Waste Management Plan. The Department is responsible for hazardous waste spills within the City, and has an emergency response team trained to handle such spills. The Department is currently negotiating a joint powers agreement with adjacent cities to provide hazardous waste management services to other local jurisdictions. Expenses of such cleanup would then be the responsibility of the requesting agency or the responsible party, if known. For hazardous material emergencies, the goal is to provide a minimum 15 minute response to 90% of all incidents and a 30 minute response to the remaining 10% of all incidents. The Department has a hazardous material environmental program which regulates the use of underground storage tanks and monitors the storage, use and handling of hazardous materials in Anaheim.

The Department must also ensure that proper fuel modification is accomplished in those areas abutting wildlands. Homeowner's Associations are responsible for such fuel modification activities and submit a maintenance plan to the Fire Department for their approval. The Department's primary concern is the limited access in these areas (most areas requiring such activities are located in the Hill and Canyon Area of the City).

The Department also provides paramedic services. It is a subscription service, that is, residents and business owners pay an annual subscription fee (currently it is \$36) to pay for paramedic service. If they need to use the paramedics, they do not have to pay any additional amount. If they do not subscribe to the service and use it, they pay up to \$250 per call depending on the level of service provided.

In addition to the above-mentioned services, the Department is responsible for on-site inspections of a variety of facilities and emergency preparedness. At present, there are a total of six fire inspectors; it is estimated that at General Plan build-out another four will be required. Salaries for such inspectors are generated through inspection fees required of the facility when inspection occur

Future Outlook

Developers of planned communities (such as those in the Hill and Canyon Area) are required not only to provide a site for the necessary station, but also build it, and provide equipment necessary for the station. Salaries for personnel are allocated from the General Fund. There are currently no fees assessed for infill projects or projects which redevelop and intensify their density.

Central and Western Anaheim is growing in age and density which will require more personnel to provide the desired level of service.

The General Plan also designates a new fire station to be located in the Anaheim Stadium Business Center Area but no site has been chosen yet. The proposed widening of the I-5 freeway may also necessitate relocation of Station #3 to another site in the general area.

There is a proposed Fire Station planned in the Gypsum Canyon area to accommodate the anticipated growth in Gypsum and Coal Canyons. This station would be paid for through developer fees in conjunction with the Mountain Park and Cypress Canyon developments.

Goal

To adequately assess the impacts of proposed development and/or intensification of existing land uses toward achieving a goal of:

- providing a maximum five minute engine company response to 90% of all incidents and a maximum of 8 minute response to the remaining 10% of all incidents for both fire and paramedic service.
- providing a maximum 10 minute truck company response to 90% of all incidents for both fire and paramedic service.
- providing a minimum 15 minute response to 90% of all hazardous material emergencies, and a 30 minute response to the remaining 10% of all incidents.

Policies

1. Review all new discretionary and nondiscretionary actions prior to their approval to ensure that impacts to the Fire Department are identified and appropriate mitigation measures/conditions of approval are incorporated.

2. Work with other City Departments to ensure that, where necessary, Fire Department facilities are enlarged and/or improved in areas of the City that are experiencing intensification of densities and activities.
3. Continue the practice of assessing fire inspection fees and review fire inspection fees to ensure their adequacy to cover inspection costs on an annual basis.

Goal

Minimize loss of life and property in Anaheim by providing citizens services related to fire prevention, fire suppression, emergency medical aid, hazardous materials abatement, and emergency preparedness.

Policies

1. Continue supervision of Homeowners' Association efforts to accomplish fuel modifications in those common areas adjoining wildlands.
2. Continue to provide and improve hazardous waste and materials management services to Anaheim residents, **businesses** and adjacent communities which contract for the services.
3. Improve the hazardous waste management system so that it is more accessible and easier for citizens to use.
4. Deliver educational and training programs to all employees to ensure effectiveness and efficiency during emergency and routine operations.
5. Minimize the loss of lives and property through active and effective public education, public safety and building inspection programs.
6. Continue working with City staff and citizens on emergency preparedness procedures.

3. Libraries

This Section addresses Library services as they relate to growth management and is intended to supplement the Library Section included in the Land Use Element of the General Plan. Goals and policies relative to growth management are included herein with the balance of the goals and policies relating to library services included in the Land Use Element.

Present Status

The City of Anaheim has six library facilities with the Central Branch located near the Civic Center at 500 West Broadway. The other five libraries are located at:

Canyon Hills Library
400 S. Scout Trail

Museum-Mother Colony House
414 N. West Street

Euclid Library
1340 S. Euclid

Sunkist Library
901 S. Sunkist

Haskett Library
2650 W. Broadway

In addition, the library system provides a bookmobile. The existing bookmobile, which is several years old, is anticipated to be replaced with a new one in the next few years. No expansion of existing facilities is proposed at this time.

At present, the Central Library is experiencing problems, not only relating to growth, but also to aging and technology. The building which houses the Central Library is significantly out of date. Problems which have arisen in recent years include: lack of computer capacity within the building (retrofit of building may not be a viable option) and the building is too small. Because of these pressures, the library is evaluating the opportunities associated with remodeling, relocating, and/or building a new facility.

It is the intent of the City of Anaheim to provide library materials, reference information and other library services to the residents of Anaheim. The library system operates with funding from the General Fund, as well as grant funds. The only development fees assessed for library facilities are derived from benefit districts in the Hill and Canyon Area.

The need for new facilities is based on population, distance between facilities, and availability of sites. The library has a goal of maintaining a stock of two volumes per capita.

Future Outlook

There is one proposed new facility to be located in the East Hills Community in the Hill and Canyon Area. It is estimated that the construction, furnishing, and provision of books at this facility will

cost approximately \$1,862,387* in January 1989 dollars, and service an estimated 31,525 persons at build-out of the Hill and Canyon Area. A site in the East Hills project has already been dedicated for a branch library. It is to be built when the population in the Area of Benefit reaches 23,000. In the event that development of the Area of Benefit does not reach the population that will support a separate branch facility, the collected fees will be used to provide an alternative library service such as a bookmobile or the expansion of the existing Canyon Hills Library or some other alternative that is approved by the City. Section 17.08.385 of the Anaheim Municipal Code authorizes the imposition of development fees upon undeveloped and substantially undeveloped land to offset the cost of building and equipping public library facilities for the Hill and Canyon Area necessitated by said development. The cost per unit to offset the costs associated with the development of a library in this area is identified in Table 6 below.

TABLE 6

Cost Per Unit Allocated for Hill and Canyon Area Library

<u>Cost/Unit</u>	<u>Type of Unit</u>	<u>Persons/Unit</u>
\$210.70	Single-family, duplexes or paired homes	3.3
\$153.24	Condominiums and townhomes	2.43
\$140.07	Multiple-family	2.22

*Note: Cost is based on January 1989 dollars and will be adjusted annually in accordance with changes in the Engineering News Record Construction Cost Index

Goal

To provide library materials, reference information and other library services to the citizens of Anaheim at the existing or enhanced level of service and to reach and maintain the goal of two volumes per capita.

Policies

1. Review discretionary actions, such as Specific Plans and Environmental Impact Reports, involving proposed residential projects that may impact library services prior to their approval to ensure that impacts to the Library Department are identified and appropriate mitigation measures/conditions of approval are incorporated.
2. Continue to achieve effective use of the library collection by the public through a pre-specified inventory turnover.
3. Continue to achieve effective use of the libraries' collections by designing programs for target populations; introduce Anaheim youth

to the library and its services through programs, tours and instructions; provide bilingual services; use the Bookmobile to serve the handicapped, fragile elderly and other shut-ins and other special groups; and, develop the library collection to meet general needs by updating information and recreational materials.

4. Begin long range planning for the improvement or replacement of the Anaheim Central Library facility.
5. Continue to develop programs by which to encourage community participation, i.e. book drives and volunteer reading programs for children.

4. Schools

This Section addresses Schools as they relate to growth management and is intended to supplement the School Section included in the Land Use Element of the General Plan. Goals and policies relative to growth management are included herein with the balance of the goals and policies relating to schools included in the Land Use Element. It should be noted that the direct responsibility for providing public school facilities rests with the School Districts.

Present Status

There are currently nine school districts consisting of more than sixty school facilities which have jurisdiction within the City of Anaheim. These include: Anaheim Union High, Magnolia Elementary, Centralia, Placentia, Savanna, Orange Unified, Anaheim City School Districts, North Orange County Regional Occupation Program and the North Orange County Community College District. The combined School Districts within the City of Anaheim represent a major employment population. The Anaheim Union High School District alone is the fifth largest employer in the City of Anaheim with over 2,000 employees.

In order to better coordinate and communicate with the School Districts, a City/Schools Coordinating Committee has been established; the purpose of this committee is to discuss issues and coordinate among districts.

Virtually all of the School Districts within the City of Anaheim are experiencing increases in enrollment, with growth pressures affecting all of the School Districts in one form or another. Lack of available land (some School Districts sold land in the past when enrollment was decreasing), State guidelines and constraints, and lack of funding are among reasons why this is a concern. Typical solutions include the purchase and installation of relocatables and bussing.

In newly developing areas such as the Hill and Canyon Area, Public Facility Plans are often developed and developers work out agreements with the School Districts to provide school sites or other needed mitigation for the future population.

The Anaheim Union High School District is somewhat unusual in that it is one of the few districts, if not the only District, within Anaheim in which enrollment has declined in recent years. In the last sixteen

years, the enrollment has declined from 36,700 to 22,000 in 1989/90. This decline is mainly attributed to the fact that 75% of the families within the District did not have children at this age level (Approximately 3,000 of the enrollment decline is due to the de-certification by Los Alamitos in 1980/81). However, the trend is now reversing with enrollment increasing in 1990/91 and 1991/92 with increases anticipated to continue.

School Districts are looking at creative options to deal with overcrowding and changing population.

The use of relocatables is the easiest and least expensive way in which to achieve capacity at a facility. However, there are also constraints associated with the use of relocatables. These structures take up recreation area, which is a part of the City's Open Space, thereby further reducing the City's needed recreation and open space areas. The School District typically rents relocatables from the State at \$2,000 per year per building; the cost to install the relocatables, once the foundation is placed and the electrical wiring is completed, is approximately \$15,000 per building.

In 1990/91, the Anaheim City School District added 20 relocatables to various facilities within the District. They currently qualify for an additional 47 relocatables, or five new schools, and could qualify for six new schools during the years 1990 to 1993.

Another solution to overcrowding is to implement a year round school program. Although school capacities increase by 22-25% by going to a year round school program, there are a number of constraints and budget considerations which come into play when a facility goes on such a program. Older school facilities also are in need of being upgraded and converted when they are put on a year round program. Air conditioning needs to be installed in rooms which currently do not have it, but are now going to be used in year round programs. Additional storage is necessary for the two to three teachers who will be sharing a classroom on a year round program, and furniture needs to be repaired or replaced more often due to the significant increase in use. Teacher and administrative salaries are also increased, due to the increase in staff to support year round programs. It has been found that often maintenance is done in a piece meal fashion, because maintenance staff do not have the luxury of maintaining and upkeeping rooms during the summer months, but rather must do these repairs on weekends, or through the closure of one room at a time, a more costly means of maintaining and repairing facilities.

The Anaheim City School District currently implements a year round school program at nine of its facilities. In 1992, three more sites will be added to the program for a total of twelve schools on a year round schedule. The Magnolia School District will also be on a year round school program this year, and as of July 1, 1991, the Savanna School District began year round school programs at two of their schools.

Most School Districts within the City share joint use agreements with the City's Department of Parks, Recreation and Community Services. For instance, the Anaheim Union High School District has developed a joint use agreement with the Department of Parks and Recreation; all school facilities within the District are jointly used by both the Department of Parks and Recreation and the District, including gymnasiums and tennis courts.

Future Outlook

Funding for new schools in developing areas such as the Hill and Canyon Area is usually established through the School District's review of discretionary actions. The City sends notice of discretionary actions to the School Districts for their review in accordance with the California Environmental Quality Act (CEQA). School facilities are the responsibility of the School Districts. The School Districts inform the City of their mitigation measures and work out agreements with the developers for land or new schools, construction of the schools, etc.

The School Districts have indicated the concern that developer fees (the School Facilities Law of 1986 - AB 2926 - allows School Districts to charge a pre-determined fee per square foot of new development to pay the cost of school construction) cover only an estimated 25% of the costs associated with the construction of a new facility; in addition, these monies are sent to the State earmarked for construction of facilities at a later date. Developer fees are presently being used for additional relocatables in School Districts such as the Anaheim City School District. The Placentia Unified School District, unlike the other Districts within the City, is not on the State School Building Program. Orange Unified District typically negotiates with a developer for a graded school site; funding for the school facilities are then paid for through Mello-Roos financing, development funds, developer fees and/or community facility districts. The Orange Unified District is currently short of funds to complete the last projected school within the District. The District plans to seek additional funds through one of the above-mentioned sources.

Many of the School Districts within the City have a need for additional school sites. For instance, the Anaheim City School District, which qualifies for five schools at the present time, has identified two, and possibly three school sites; however, they are lacking the funds to purchase these sites.

School District long-range planning needs include bilingual education, extended day care, use of schools after hours and joint use of facilities. Virtually all of the School Districts within the City share similar social concerns, as identified below:

- * Bilingual education - School Districts in the City are experiencing difficulties in communicating with the various minority groups within the City. In the Anaheim Union High School District, there are 72 languages spoken and one in four students

does not speak English. Hence, there is a tremendous need for the Districts' ESL (English as a Second Language) or LEP (Limited English Proficient) programs. Teachers in many of the City's School Districts are bilingual.

- * Extended day care - There are currently three schools within the Savanna School District which offer after school day care; the Orange County Department of Education provides one program and the City Department of Parks, Recreation and Community Services provide the other two programs. However, no such day care programs in the Central and Western areas of Anaheim have been implemented, yet there is a need for such before or after school care.
- * Most School Districts have indicated that the D.A.R.E. program (drug and alcohol prevention program through education), anti-gang program, Junior Park Ranger Program and other similar programs should be expanded.
- * Use of schools after hours - Districts share concerns regarding the need for expanded park and recreation activities at school sites, however, in recent years there has been some concern about the concept of having parks next to schools. This has resulted in a need for special procedures to prevent potential problems such as gang and drug activity and to continue the beneficial practice of locating schools next to parks.

Goal

Assist the School Districts in their long-range planning efforts by facilitating their review of planning and development proposals including General Plan Amendments, zoning reclassifications, annexations, and redevelopment proposals serving the planning area and to cooperate with the school district in their planning to provide school facilities to meet the needs of the community in a timely manner.

Policies

1. Continue the practice of levying school impact fees on development as prescribed by AB 2926.
2. Continue to consider joint use agreements for shared facilities.
3. Inform and solicit input from the School Districts on discretionary development projects and Planning Commission/City Council actions and through the California Environmental Quality Act (CEQA).

V. Infrastructure

The provision of infrastructure services, such as water, sewer and storm drainage, is one of the most critical components in the urbanization and continued maintenance of an area. Planning for existing and future needs is a crucial aspect of growth management.

Areas within the City of Anaheim vary in age, thereby creating a variety of infrastructure and maintenance needs. Many of the older neighborhoods require, and will require repair or maintenance of existing infrastructure systems, due to their age. New development in some developed areas is transitioning to other uses, thus creating a need for enhancements or additional infrastructure. Another aspect is to provide developing areas with adequate infrastructure systems to meet the needs and demands for many years to come.

1. Water

This Section addresses Water as it relates to growth management and is intended to supplement the Water Section included in the Land Use Element of the General Plan. Goals and policies relative to growth management are included herein with the balance of the goals and policies relating to the provision of water included in the Land Use Element.

Present Status

Water service within the City of Anaheim is the responsibility of the Public Utilities Department and is broken into four primary categories: supply, transmission and distribution, water quality and conservation. The supply system consists of groundwater wells, supply connections to the distribution system of the Metropolitan Water District of Southern California (MWD), pumping stations and reservoirs. The transmission and distribution system consists of pipelines, replacement and relocation of existing pipelines and installation of new or replacement of appurtenances. Water Quality consists of monitoring the quality of water from both the supply and distribution systems, operation of the filtration plant and cross connection monitoring programs. Water conservation consists of using water saving and cost effective technologies and strategies to reduce the amounts of water used by customers.

Anaheim's water supply is obtained from two primary sources: purchased water from MWD and groundwater. The Orange County Water District (OCWD) acts as the manager of the natural groundwater aquifer underlying much of Anaheim and northern Orange County. The OCWD sets a replenishment assessment each year which is applied to each acre foot of water pumped by Anaheim and other member agencies. The assessment is used by OCWD to maintain its facilities and pay for the purchase of imported replenishment water. The OCWD buys untreated imported water from MWD and captures upstream runoff from the Santa Ana River watershed, including local storm runoff, to replenish the groundwater basin.

In a normal year the City's goal is to pump about 70 percent of its annual water supply and purchase the remaining 30 percent from MWD. In fiscal year 1989/90, the Department pumped 59 percent, about 13.8 billion gallons, and purchased 41 percent, about 9.6 billion gallons from MWD. In order to help "bank" groundwater for future use during dry years, MWD and OCWD activated a winter program, making surplus imported water available at a price comparable to the cost of pumped water. The Department bought about 2.5 billion gallons from MWD that otherwise would have been pumped. Adjusting production figures for the impact of the joint program yields in pumped local water and purchased imported water percentages of 70 and 30 percent, respectively. Total water production in fiscal 1989/90 was about 23.4 billion gallons, or 71,900 acre feet.

The Public Utilities Department's Five Year Forecast Plan projects the average annual population growth rate to be 1.2% through the year 1994, resulting in a total projected water use of 76,100 acre feet per year. The Utilities Department's conservation programs are expected to reduce this demand to about 68,500 feet per year for 1994.

Water mains are located throughout the City in areas of existing development. New mains are being constructed in the Hill and Canyon Area of the City to accommodate new development. All water lines in the City are considered public, with the exception of those lines which are on a master meter (some apartments, and most mobile home parks). Public water lines are constructed in private streets through the use of easements.

Infill projects are required to upgrade or replace existing lines in the older areas of the City if necessitated by their project. In addition, the Public Utilities Department is gradually replacing older distribution lines based on computerized network analysis models by using the age of the line and actual flow tests to determine adequacy. An estimated \$.5 to \$2.5 million a year is budgeted in the Capital Improvement Program to replace these older lines.

The City currently has a multi-faceted water conservation program. Water conservation information is regularly provided in customer's bills. Water conservation information is made available at various locations throughout the City. The Public Utilities Department also provides speakers on a variety of topics and customers may request residential or business water audits which include recommendations and installation of water conservation devices such as low-flow shower heads, toilet tank displacement devices, and faucet aerators. The Public Utilities Department recommends the use of xeriscape landscaping and drought tolerant plants, as well as the implementation of cost effective water conservation measures. The Public Utilities Department is implementing a rebate program to encourage retrofit with ultra-low-flush toilets. The Department also has signed the Best Management Practices Memorandum of Understanding (MOU) along with other agencies throughout California to encourage more efficient use of water resources.

Future Outlook

The Water Utility of the Public Utilities Department prepares an annually updated Five Year Forecast Plan. This document projects population, demand, resources and needs for the next five years. It is used to assist in identifying projects for the Capital Improvement Program and allocating funding.

In addition to the existing wells in the City, two other wells are currently being proposed in the Anaheim Stadium Business Center Area in order to provide the necessary supply for future projects and fire-flow purposes. A special fee on developments in the Anaheim Stadium Business Center Area has been established to finance the installation of these wells in the Anaheim Stadium Business Center Area. There are also two other possible wells planned, one near Eucalyptus Park in the eastern portion of the City, and the other in the Patt Street/Julianna Street area. Drilling of another well in the north central portion of the City was completed in 1991 and should be in production by fall of 1992.

The heaviest water use growth is projected to occur in the Hill and Canyon Area. The water system in this area currently does not have any sources providing groundwater. Groundwater is the City's lowest cost source of water. Without a groundwater source, the City's supply costs to this area could increase significantly over coming years as the price of imported water purchased from MWD increases.

In order to increase the groundwater supply in the Hill and Canyon Area, two projects are being proposed including the construction of a new well and the expansion of a pumping station. Improvements are also proposed to the Walnut Canyon Reservoir, considered one of the most important water facilities in the Hill and Canyon Area.

In order to provide service to new development in the Hill and Canyon Area, new transmission mains, two new reservoirs, and two pumping stations will be required, in addition to the expansion of an existing pumping station.

Goal

To adequately assess the impacts of proposed development and/or intensification of existing land uses and propose mitigation measures to assure adequate levels of service and infrastructure are provided.

Policies

1. To provide up to 40% of increased water demands from water conservation programs and/or water reclamation programs.
2. Continue to review plans and permits to assure that developments provide their fair share of water service and costs to serve their projects.

3. Continue to develop an annually updated Five-Year Forecast Plan in order to plan for future needs.
4. Implement water conservation programs and techniques in accordance with the Best Management Practices MOU to reduce the use of water to the most effective extent possible.
5. Incorporate aesthetic considerations into the design of new water facilities such as the screening of water storage facilities and pumping stations.

Goal

To assure that water sources remain pure, that there is ample supply and distribution through more efficient use of water storage conservation, use of reclaimed water and acquisition of additional facilities.

Policies

1. Work with the County to research the feasibility of locating a water reclamation plant in Anaheim or within close proximity to Anaheim.
2. Recognize that water is a natural resource that needs to be protected through the Best Management Practices MOU and other techniques.
3. Develop techniques to increase water storage and capture such as capturing rain runoff and utilizing reclaimed water where appropriate.
4. Strive to achieve compliance with applicable Federal and State standards for water quality.

2. Electrical

This Section addresses Electrical facilities as it relates to growth management and is intended to supplement the Electrical Section included in the Land Use Element of the General Plan. Goals and policies relative to growth management are included herein with the balance of the goals and policies relating to electrical facilities included in the Land Use Element.

Present Status

Anaheim's Public Utilities Department is continually studying and reviewing potential power resources for the City in order to purchase power at a lower cost, while maintaining a highly reliable level of service. The annual usage of electricity for Anaheim in fiscal year 1990/91 was 2,635,784,278 kilowatt hours. The average usage per year

for a resident of Anaheim was 6,038 kilowatt hours. Residential use accounts for 20% of the annual usage, industrial uses 43%, commercial (including municipal users) uses 20% and 17% is for other utilities such as street lights.

The sources for electricity are as follows:

- 53% Intermountain Power Project
- 25% Power contracts with other utility companies
- 17% San Onofre
- 2% Hoover Dam
- 2% Edison
- 1% Purchased on the spot market

The Public Utilities Department produced 99% of Anaheim's electric energy required from the Public Utilities Department's own resources which include interests in Hoover Dam, San Onofre Nuclear Generating Station and the Intermountain Power Project as well as contracts and economy energy purchases from other western utilities.

Power is delivered to Anaheim at the Lewis Receiving Station connection with Edison's 220 kilovolt transmission system. The City then reduces the voltage from 220 kilovolts to 69 kilovolts for transmission to the City's distribution substations. The City's distribution system is operated at 12 kilovolts except for portions of central Anaheim which is served by 4 kilovolts; this distribution system is in the process of gradually being converted to 12 kilovolt operation.

The City of Anaheim and Southern California Edison both have distribution facilities in place to serve customers in the Hill and Canyon Area of the City. As development occurs in this area, the City and Edison have an agreement that the City will initiate action to purchase Edison facilities and service these areas as they develop.

Under Rule 15 of the Public Utilities Rates, Rules and Regulations, which regulates overhead and underground line extensions to serve individuals, tracts and developments, the developer pays for new facilities, such as sub-structures and conduits, with the City and developer working together to provide electrical service (the City will install the pads, transformers, and primary cables, but the developer pays for this installation).

The City currently promotes a number of energy conservation programs and is developing even more aggressive conservation programs. The basic premise behind many of the Public Utilities Department programs is to give the consumer monies to improve their home or place of business with energy saving devices and offer incentives to consumers to reduce their usage during the peak hours. Measures/programs currently in place include: Hotel and Motel Resource Efficiency Program, All-Electric Residential Energy Audit Program, Mobile Home Program, Air Conditioner Replacement Program, Large Commercial/Industrial Interruptible Load Program, Industrial Demonstration Program, and the Community Grant Program.

Future Outlook

The Public Utilities Department prepares a Five-Year Electric System Plan and identifies areas that will require additional capacity to meet future loads. The demand and energy forecast indicates that electrical loads will grow at an average rate of 2.65% annually over the next five years. Line reconductoring will also be necessary in the future to provide increased capacity. This will be paid for through monies collected from electrical service fees. Line reconductoring is necessary to provide a balance between sub-stations and will provide back-up support in the event of an emergency or slow down of service due to an increased need. Reconductoring will also result in considerable energy savings and contribute to the reliability of the system.

In order to accommodate the proposed new developments within the City's existing boundaries in the Hill and Canyon Area and the area to the east within the City's sphere of influence, a substation is planned to be built in the Hill and Canyon Area. There are underground conduits and substructures installed within the public rights-of-way within the East Hills community and land has been dedicated for the electrical substation located on the north side of Santa Ana Canyon Road, west of Weir Canyon Road. This substation will be built from funds received from the East Santa Ana Canyon Area Benefit District. It is estimated that the facilities and land (already dedicated) will cost approximately \$513,593.00 in January 1989 dollars. Section 17.08.437 of the Municipal Code authorizes the imposition of development fees upon undeveloped and substantially undeveloped land to offset the cost of building and equipping electrical facilities for the area necessitated by said development. The cost per unit to offset the costs associated with the development of these electrical facilities and land is \$448.00 per net acre of land. This is in 1989 dollars and will be adjusted annually based on the Engineering News Record Construction Cost Index.

The proposed widening of the I-5 freeway will necessitate that the Katella Substation be shut down since it will be totally eliminated by the widening of the freeway. It is proposed that the project loads from the Katella Substation will be assigned to either the existing Southwest Substation or to the Stadium Substation (a replacement Substation for the Katella Substation).

The Public Utilities Department has developed an Undergrounding Conversion Program which will allow the undergrounding of those facilities which are older and on overhead lines. A five year Master Plan for the undergrounding of these facilities has been prepared. During 1991, the Olive Street Redevelopment Area undergrounding was completed at an approximate cost of \$700,000. The five year Master Plan is currently being updated and will be proposing eleven projects at an approximate cost of \$40 million. The entire process of undergrounding all overhead electrical lines in the City will take an

estimated \$500 million and 75 years to complete. Funding for the undergrounding conversion program would require a portion of all electrical utility revenues to be earmarked for this program, escalating to a cap of \$8 million per year after the fourth year for the program (\$1 million the first year, \$2 million the second year, \$4 million the third year, and \$8 million the fourth year).

Goal

To adequately assess the impacts of proposed development and/or intensification of existing land uses and propose mitigation measures to assure that adequate levels of service and infrastructure are provided.

Policies

1. Strive to produce a minimum of 97% of Anaheim's electrical energy requirements from the Department's own resources, including interests in San Onofre Nuclear Generating Station, the Intermountain Power Project, and contract economy purchases from other western utility companies.
2. Effectively manage the electric utility in order to provide reliable electrical service at the lowest practical costs with service levels equal to or greater than existing service levels.
3. Continue to review plans and permits to assure that developments provide their fair share of electrical requirements to serve their projects and implement conservation measures.
4. Continue to develop an annually updated Five-Year Forecast Plan in order to plan for future needs, capacity and reliability.
5. Implement the undergrounding conversion program.

3. Sanitary Sewer System

This Section addresses the Sanitary Sewer System as it relates to growth management and is intended to supplement the Sanitary Sewer System Section included in the Land Use Element of the General Plan. Goals and policies relative to growth management are included herein with the balance of the goals and policies relating to the sanitary sewer system included in the Land Use Element.

Present Status

The City of Anaheim along with surrounding jurisdictions and sewer service districts provide for the design and construction of sewer collector systems which ultimately tie into larger regional trunk systems provided by the Orange County Sanitation District. Owners and developers of individual properties are responsible for the installation of on-site facilities to adequately serve their properties.

Virtually all of the local collector sewers within the City are owned and maintained by the City of Anaheim, with the exception of some private sewers located in the Hill and Canyon Area. Trunk sewers are owned and maintained by the Sanitation Districts of Orange County with treatment being provided by the District's facilities located in Fountain Valley.

The City currently has twenty-four (24) sewer assessment areas in the City. Developments in these assessment areas are charged a fee based on their acreage to pay for their fair share of construction costs to install new sewers in their assessment area.

Future Outlook

A Master Plan of Sewers will be completed shortly focusing on the Commercial Recreation Area, the Anaheim Stadium Business Center and the Central Area of the City. The Sewer Master Plan is based on General Plan land uses and known projects proposed in these areas. The study will identify the improvements necessary to accommodate future development in these areas as well as funding for the improvements and a re-evaluation of the existing sewer fee program. Sewer Master Plans are also proposed for other areas of the City. It is anticipated that by 1995 the entire City will have been studied and incorporated into a Sewer Master Plan.

In the Hill and Canyon Area, consideration is underway to provide the necessary expansion to accommodate future development. Maintenance plans are in place to ensure the proper maintenance of these facilities once they are constructed.

Goal

To adequately assess the impacts of proposed development and/or intensification of existing land uses and propose mitigation measures to assure that adequate levels of service and infrastructure are provided.

Policies

1. Implement the recommendations contained in the Sewer Master Plan, and all succeeding Master Plans, by incorporating the recommendations into the Capital Improvement Program.
2. Continue the Sewer Master Plan Program to finish studying the remaining areas of the City by 1995.
3. Continue to review plans and permits to assure that developments provide their fair share of sanitary sewer system requirements to serve their projects. Require capacity studies be performed by the developer/applicant if deemed necessary by the Public Works/Engineering Department.

4. Coordinate with the Sanitation District of Orange County for the design and construction of regional trunk sewer systems.
5. Continue to collect and implement sewer assessment area fees as appropriate.

4. Storm Drain System

This Section addresses the Storm Drain System as it relates to growth management and is intended to supplement the Storm Drain System Section included in the Land Use Element of the General Plan. Goals and policies relative to growth management are included herein with the balance of the goals and policies relating to the Storm Drain System included in the Land Use Element.

Present Status

In the older areas of the City there is a lack of storm drains, particularly in Central and Western Anaheim where it is a critical issue. To alleviate some of the problems associated with drainage in these areas of the City, open drainage channels have been constructed that carry storm water flows. Block Grant and redevelopment funding within the established areas are providing for the installation of storm drains in some of the neighborhoods.

The City is in the process of mapping storm drains equal to and greater than thirty-nine (39) inches in diameter in residential areas and twelve (12) inches in diameter in commercial/industrial areas for compliance with the National Pollution Discharge Elimination System (NPDES) permit requirements. The NPDES is a Federal program that requires specific categories of facilities which discharge storm water associated with industrial activity to obtain a NPDES permit and to implement Best Available Technology/Best Conventional Technology controls to reduce or eliminate industrial storm water pollution.

There are currently eighteen (18) storm drain assessment areas in the City. Developments in these assessment areas are charged a fee based on their acreage to pay for their fair share of construction costs to install new storm drains in their assessment area.

Drainage in the Hill and Canyon Area is separate and distinct from other areas of the City. In this area, natural drainage patterns have been maintained to the extent possible, however, problems associated with siltation and retention basins have arisen. The expansive soils conditions in the Hill and Canyon Area are such that facilities age more quickly than in other areas of the City and maintenance is more difficult, particularly when coupled with the terrain of the Hill and Canyon Area.

Future Outlook

Storm drains will continue to be constructed by the developer as a condition of development. Storm drain facilities in the City's redevelopment areas will be constructed with funding provided by the Redevelopment Agency. In Central and Western Anaheim, storm drain facilities will be constructed as funds are available and in conjunction with street construction where possible.

Goal

To adequately assess the impacts of proposed development and/or intensification of existing land uses and propose mitigation measures to assure that adequate levels of service and infrastructure are provided.

Policies

1. The Public Works/Engineering Department will update the City's Master Plan of Drainage and administer the recommendations of the Master Plan incorporating the mapping information derived from the efforts gained in the compliance of the NPDES (National Pollutant Discharge Elimination System) permit requirements.
 2. Continue to review plans and permits to assure that developments provide their fair share of storm drain requirements to serve their projects.
 3. Continue to implement storm drain system assessment fee areas and collect fees as appropriate.
 4. Coordinate storm drain installation/upgrading with public works projects which involve road construction in order to allow for economies of scale as well as limiting the impacts of construction.
5. Flood Control

This Section addresses Flood Control as it relates to growth management and is intended to supplement the Flood Hazards Section included in the Safety and Seismic Safety Element and the Environmental Resource and Management Element of the General Plan. Goals and policies relative to growth management are included herein with the balance of the goals and policies relating to flood control included in the Safety and Seismic Safety Element and Environmental Resource and Management Element.

Present Status

The potential of flooding is a safety concern in Anaheim. Since Anaheim is partially located in a floodplain, drainage stemming from the mountains to the north and east must cross Anaheim to reach the

coast. In crossing Anaheim, channels exist for controlling and directing the flow of the water. The major tributary for runoff is the Santa Ana River which extends through the Santa Ana Canyon and along the southeasterly boundary of the City. This river is the largest single river in Southern California, draining an extensive area of about 2,500 square miles.

Certain areas adjacent to the Santa Ana River are subject to flooding during a storm equal to or greater than a 100-year flood. The Orange County Flood Control District (OCFCD) has the responsibility to provide facilities for the control of flood and storm waters. The OCFCD and the Army Corps of Engineers have identified and mapped the floodplains of the Santa Ana River. Extensive flood control facilities have been built by the OCFCD to eliminate risks associated with urbanization of the floodplains. Channelization has occurred along both sides of the Santa Ana River extending generally from Weir Canyon Road southwesterly to the Santa Ana Freeway.

In 1981, the City Council adopted a Floodplain Overlay Zone establishing criteria for land management and land use in flood prone areas that are consistent with the criteria promulgated by the Federal Emergency Management Agency (FEMA). The Overlay Zone was also created for the purpose of providing flood insurance eligibility for flood designated property owners. The Zone is further in compliance with the Cobey-Alquist Floodplain Management Act. The City also has a Master Plan for Drainage which is administered by the Public Works/Engineering Department.

In 1986, the U.S. Congress authorized construction of the \$1.1 billion Santa Ana River Mainstem Project. The project is intended to prevent the most severe flood likely in the Santa Ana River basin. The Los Angeles District of the U.S. Army Corps of Engineers completed the project design in 1988. Work has commenced to improve flood control through many projects including, but not limited to, the following:

- Building a new dam, called Seven Oaks, on the Santa Ana River in the mountain canyon northeast of San Bernardino;

- Raising Prado Dam to increase the capacity of its reservoir and acquiring interest in additional reservoir lands;

- Acquiring interest in about 1,000 acres of flood plain in Santa Ana Canyon below Prado Dam for a natural floodway;

- Reconstructing flood control measures where the river discharges into the Pacific Ocean;

- Improving or adding recreational facilities at Seven Oaks Dam, Prado Dam, on upper Santiago Creek, and on the river in Orange County.

The City is participating and will continue to participate in the Community Rating System (CRS) program administered by FEMA. The intent of this program is to encourage, by the use of flood insurance premium adjustments, community and State activities beyond those required by the National Flood Insurance Program. Anaheim maintains FEMA Elevation Certificates, makes determinations as to whether a property is located in a Special Flood Hazard Area, performs outreach projects, has established higher regulatory standards and performs flood data maintenance. Anaheim achieved a Class 9 rating in 1991 which resulted in a 5% reduction in flood insurance costs to the citizens of Anaheim who have flood insurance (City staff has been informally notified that we will have a Class 8 rating for 1992 which will result in an additional 5% reduction in flood insurance for Anaheim residents who have flood insurance).

Future Outlook

The City will continue to perform storm drain improvements as needed (refer to the Storm Drain Section, Section IV, #4 of this document, and in the current General Plan). The Capital Improvement Program calls for storm drain work to be performed in the Anaheim Plaza Redevelopment Area in 1994-95.

Goal

To adequately assess the impacts of proposed development and/or intensification of existing land uses and propose mitigation measures to assure that adequate levels of service are provided.

Policies

1. Ensure the proper management of flood prone areas within the City through continued interface and coordination with the various water and flood control districts.
2. Implement the recommendations in the Master Plan for Drainage.
3. Continue to participate in the Community Rating System program.
4. Continue to review plans and permits to assure that developments provide their fair share of flood control requirements.
5. Continue to require adherence to the Flood Zone Overlay.

VI. Circulation

This Section addresses the City's Circulation System as it relates to growth management and is intended to supplement the Circulation Element included in the General Plan. Goals and policies relative to growth management are included herein with the balance of the goals and policies relating to circulation included in the Circulation Element.

Present Status

The circulation system is one of the most important of all urban systems in a City. A well planned circulation system is an important ingredient in a healthy economic environment. Economic activities are promoted with the provision of safe and efficient circulation of materials, products, and people. The viability of each land use is dependent upon a certain level of accessibility. The circulation system can be designed to respond to conservation, noise, and air quality objectives.

In 1990, three actions occurred at the County, Regional and State levels that involve growth management: Measure M, Proposition 111, and the Air Quality Management Plan (AQMP). The AQMP issues as they relate to growth management are discussed in the Air Quality Section of this Element. The other two programs are discussed below.

On November 6, 1990, Orange County voters approved Measure M, the Revised Traffic Improvement and Growth Management Ordinance, providing funding for needed transportation improvements. Measure M authorized a 1/2 cent retail transaction and use tax for a period of twenty years effective April 1, 1991. The sales tax increase is estimated to raise \$3.1 billion countywide over the 20 year period.

In order to receive Measure M funds earmarked for local street maintenance and improvements, each jurisdiction must submit to the Orange County Local Transportation Authority (OCLTA) a statement of compliance with the various Countywide Growth Management Program component requirements. A summary of these components is provided below:

1. Adoption of a Growth Management Element which includes the following:
 - Traffic level of service (LOS) standards;
 - Planning standards for other services and public facilities (developing communities only, such as the Anaheim Hill and Canyon Area);
 - Development mitigation program to cover costs of new services and fees to address cumulative impacts on existing traffic; and
 - Development phasing and annual monitoring program for Level of Service (LOS).
2. Participation in Inter-Jurisdictional Planning Forums.
3. Development of a seven-year Capital Improvement Program (CIP).
4. A means to address housing options and job opportunities.
5. Adoption of a Transportation Demand Management (TDM) ordinance.

The City has already completed items 2, 3 and 5. For Item 2, the County is divided into ten Growth Management Areas (GMAs) with Anaheim being in four GMAs (see Figure 1). GMAs are established by local jurisdictions, working with the County Coordination Committee, to facilitate multi-jurisdictional cooperation on major land developments and related traffic projects and improvements within GMAs. There is an Inter-Jurisdictional Planning Forum for each GMA which meets at least quarterly. Anaheim has begun attending these Inter-Jurisdictional Planning Forums for the GMAs in which Anaheim is involved. For items three and five respectively, Anaheim is developing a seven-year CIP and has already adopted a Transportation Demand Management ordinance. The housing options and job opportunities issue, item 4, is discussed in the Air Quality Section of this Element. This Growth Management Element will address the remaining item, number 1, the four components required of a Growth Management Element by Measure M.

Earlier in 1990, the voters of the State of California approved AB 471 and AB 1791, enacted as Proposition 111, a gasoline tax increase which is to provide funds for regional transportation improvements. Proposition 111 requires the adoption of a Congestion Management Program (CMP) by the local transportation agency (OCLTA) in order to be eligible to receive funds from this program. The City has completed the local requirements of the CMP. The primary elements of the CMP include: maintaining traffic level of service standards along the CMP Highway System (interstate, state routes and super streets), public transit service and coordination standards, trip reduction and travel demand requirements that promote alternatives to the low occupant combustion engine vehicle, programs that analyze the impacts of local land use decisions on the CMP Highway System, and transit systems, and a seven-year capital improvement program for maintaining and improving traffic and transit standards and for mitigating regional transportation impacts. The CMP Capital Improvement Program (CIP) must conform to required air quality mitigation measures and be consistent with the County and regional transportation improvement programs which in turn must be consistent with the Regional Mobility Plan. The CMP is designed toward strategies that provide peak period service levels not worse than LOS E or existing LOS if worse than LOS E on interstate, state routes and super streets and thirteen arterial intersections on this system. The I-5, SR-39 (Beach Boulevard), SR-91, SR-55 and SR-57 all operate at worse than LOS E during the peak hours.

The Public Works/Engineering Department has developed a list of deficient intersections (intersections at LOS F) and near-deficient intersections (intersections at LOS E). These intersections currently require or will require improvements in the future. This list will be updated annually in the annual monitoring report, detailed later in this section, based on the citywide annual traffic count program and is hereby incorporated by reference.

While the GM Element addresses the need for the phasing of arterial roadway improvements, it is recognized that the Federal and State highway system is a significant component of the City's overall transportation system.

CERTIFICATION

This Growth Management Area (GMA) map was adopted on April 18, 1991 by the Regional Authority and Planning Council by Resolution 91-1.

Joan S. Golding
Joan S. Golding, Regional Manager
Orange County Regional Authority
William S. Hilly
William S. Hilly, Executive Director
Orange County Regional Authority



— Growth Management Area (GMA) Boundary

Growth Management Areas

Orange County, California

Figure 1

The present system of freeways in Anaheim, consisting of 27 miles, was operating at LOS F in 1990. These freeways were developed and built as inter-county connectors, designed to serve a low density agrarian region and small towns, and not a burgeoning metropolis. They were designed to carry much lighter vehicle traffic than that which currently exists. Existing average daily traffic (ADT) volumes on some of the freeway systems far exceed the capacities of these facilities.

The transportation problem in Anaheim stems primarily from inadequate capacity in the freeway system to serve the travel demands placed on the system during the peak periods. This lack of capacity has resulted in poor levels of service, characterized by severe congestion and low travel speeds during peak periods. The most severe congestion occurs at the junctions of major freeways.

The Orange County Master Plan of Arterial Highways and the City's Circulation Element define an arterial highway system intended to support and serve existing and adopted land uses in both incorporated and sphere of influence areas of the City. The arterial system is designed to serve as part of a balanced transportation system (autos, trucks, buses, bicycles, pedestrians). The arterial system provides for both through movement and a collector function. Major and Primary Arterial Highways are intended to handle the bulk of intra-regional traffic and complement both the freeway system and the local street network. Secondary arterials and Commuter arterials serve mainly as collectors which funnel traffic from local streets to the Major and Primary arterial system.

As congestion continues on the freeway system, more drivers are utilizing the arterial system, particularly those parallel to freeways, or those arterials serving the same trip destination as the freeways. Consequently, some of these parallel arterials are becoming increasingly congested. This situation is of special concern on those arterials which provide access for the freeway system.

Beach and Harbor Boulevards, Katella Avenue, State College Boulevard (north of SR-91), Tustin Avenue, and Imperial Highway (north of Santa Ana Canyon Road) and Orangethorpe Avenue are all part of the County's Superstreet Program. Being identified as a Superstreet indicates that the roadway is considered a major corridor through parts of the County, the Orange County Transportation Authority (OCTA) may act as the lead agency to plan improvements designed to improve the roadway from a regional basis and provides funds for planned regional improvements.

Funding for Improvements

Transportation improvements are very costly to implement and funds from traditional sources are no longer adequate to meet the needs. The City has applied for and received several County, State, and Federal monies for various projects. Additionally, a Community Facilities District has been established in the Hill and Canyon Area to pay for the widening of Santa

Ana Canyon Road from Imperial Highway to Roosevelt Road. A fee program has also been established in the Anaheim Stadium Business Center (Ordinance #4655 and #5082); developments are required to pay on a per square foot basis to fund improvements in that area, most of which are transportation related.

The Traffic Engineering Division is currently developing a citywide transportation improvement fee for City Council consideration to use to pay for transportation improvements in the City based on a developments' incremental impact to the circulation system.

Funding is available for all or portions of improvements proposed at those intersections identified below. All of these intersections except Santa Ana Canyon Road/Imperial Highway are a part of the City's Critical Intersection Program. This program has identified 28 intersections which need widening in order to improve their LOS to LOS D or better. The improvements would correct existing deficiencies by improving the LOS of each of these intersections to LOS D or better.

- Lincoln Avenue/Beach Boulevard
- Ball Road/Beach Boulevard
- La Palma Avenue/Kraemer Boulevard
- La Palma Avenue/Tustin Avenue
- La Palma Avenue/Lakeview Avenue
- Santa Ana Canyon Road/Imperial Highway
- La Palma Avenue/Imperial Highway
- State College Boulevard/Katella Avenue
- State College Boulevard/Orangewood Avenue

Future Outlook

The Traffic Engineering Division is developing a transportation model for the entire City to use to assess impacts of developments and associated transportation improvement phasing needs. This model will allow the City to phase needed transportation infrastructure with development. The City is also developing a seven-year capital improvement program for infrastructure improvements. The Circulation Element will be revised upon completion of the traffic model. This Element will establish specific goals and policies toward a comprehensive transportation system including the roadway system, public transit, rail system usage, bicycle trails, pedestrian circulation, etc. and will be acknowledging the City's role in providing incentives and policies toward usage of alternative modes of transportation.

The Public Works/Engineering Department will be performing annual traffic monitoring at key intersections city-wide in order to assure that these intersections are not experiencing a worsening of their LOS and, if they are, to develop plans to mitigate the intersections to return them to an acceptable LOS.

Goal

To reduce traffic congestion on the City of Anaheim controlled arterial highway system.

Policies

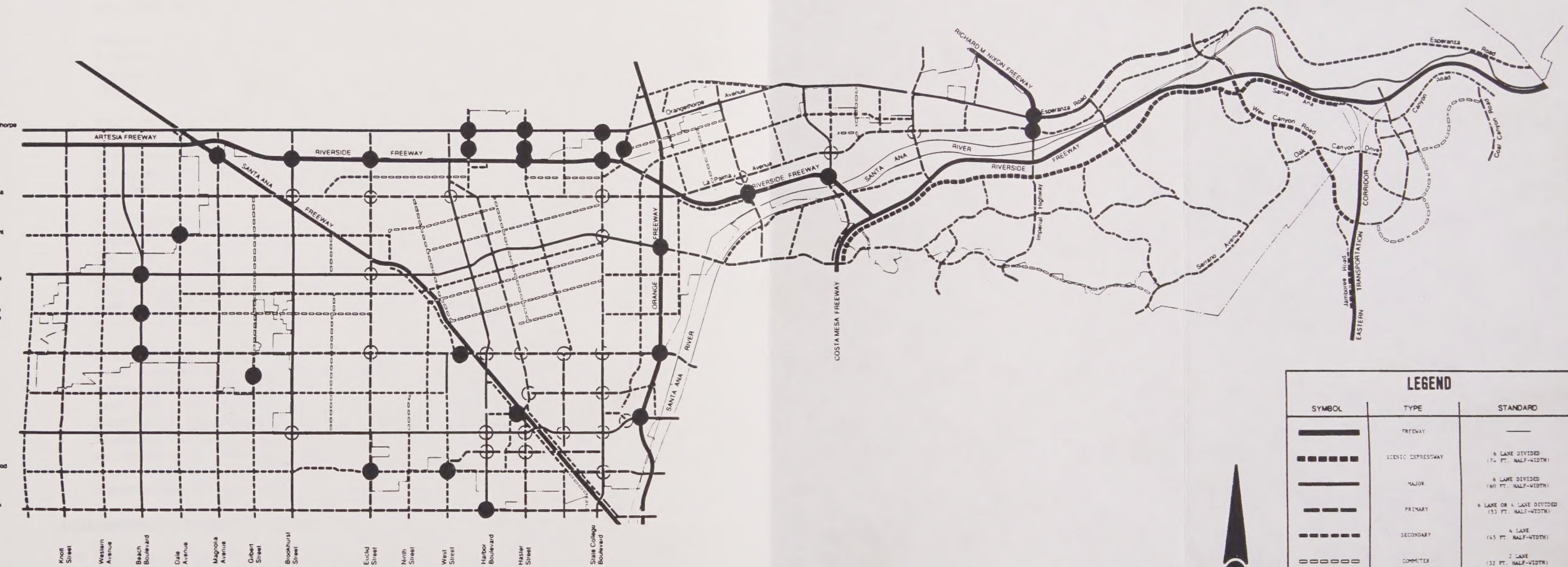
1. Capital projects necessary to meet and maintain the planning standards are to be included in the seven-year Capital Improvement Program.
2. Continue to implement the Critical Intersection program.
3. Participate in Inter-Jurisdictional Planning Forums at the GMA level to discuss developments with multi-jurisdictional impacts and appropriate mitigation measures.
4. Continue to promote traffic reduction strategies through incentives and site design criteria such as bicycle usage, carpools, pedestrian circulation and other TDM measures.
5. Use the Citywide transportation model to develop improvement phasing plans.
6. Continue to maintain consistency between the City's and County's Master Plan of Arterial Highways.
7. Promote and implement public transportation and alternative modes of transportation such as increasing access to public transit through land use design (locating higher unit residential projects near transportation corridors), provide direct and convenient pedestrian access from the interior of developments to public transit stops, development and promotion of bicycle trails, encouraging pedestrian friendly developments, support development of High Occupancy Vehicle (HOV) lanes, etc.
8. Work with the Orange County Transportation Authority (OCTA), the development community, and other key participants in bringing additional transit opportunities to the City as well as other Orange County cities.
9. a. Prior to the issuance of building permits for new development forecast to generate 100 or more peak hour (morning or evening) trip ends, traffic impact analyses are to be completed to identify arterial and intersection improvements needed to provide not worse than LOS E along Interstates/State Routes/Superstreets (unless current operation is LOS F), and not worse than LOS D along the balance of the arterials on the City's Circulation Element that are measurably impacted by the new development and are under the City's jurisdiction.

- b. Developments that are under the City's jurisdiction are required to provide improvements or provide funding for needed improvements to provide not worse than the above-referenced LOS with existing plus development traffic. Large-scale development projects in the City may involve complex coordination between the different phases of development of the project and the phasing of the necessary improvements to roadway capacities needed for the project. Thus, new large-scale development projects in the City shall be required to establish an approved development phasing program ("Phasing Program") which phases development of the project commensurate with the required improvements to roadway capacities. The Phasing Program shall include an overall buildout plan which can demonstrate the ability of the infrastructure to support the planned development and financing mechanisms to fund the improvements, with the developer paying its fair share of the costs of the improvements. Projects which are not subject to a Phasing Program shall implement improvements within three years of building permit issuance or up to five years from first grading permit for each approved phase of the project; with bonding to ensure the developer's fair share participation.

Intersections exempt (intersections that can have an unacceptable LOS) from the above paragraph include facilities under the jurisdiction of another City or the State or those included on the Deficient Intersection List established pursuant to this Element (this Deficient Intersection List is determined by members of the Inter-Jurisdictional Planning Forums). Deficient intersections are those intersections that are not brought into compliance in the most current CIP for reasons beyond the control of the local jurisdiction - i.e., intersections such as those involving ramps leading to or from the freeways). The intersections identified on Figure 2 are under the control of another City, the County or State; therefore, the City of Anaheim is not held responsible for bringing these intersections to an acceptable LOS. Locations outside of the City's jurisdiction shall be discussed through the Growth Management Area Inter-Jurisdictional Planning Forums to effect mutually satisfactory mitigation of traffic impacts forecast with individual developments.

- c. Capital projects necessary to meet and maintain the planning standards are to be included in the City's Capital Improvement Program. Achievement of the adopted LOS standards and implementation of exacted transportation improvements shall take into consideration extraordinary transportation circumstances which may impact identified arterial locations and/or timing of the required improvements. An example of an extraordinary circumstance would be when arterial roadways serve as substitute freeway access/bypass which impacts the LOS while planning and construction of additional freeway improvements are underway.

CIRCULATION ELEMENT



LEGEND:

● EXEMPT INTERSECTIONS

SYMBOL	TYPE	STANDARD
	FREWAY	—
	SCENIC EXPRESSWAY	6 LANE DIVIDED (170 FT. HALF-WIDTH)
	MAJOR	6 LANE DIVIDED (60 FT. HALF-WIDTH)
	PRIMARY	6 LANE OR 4 LANE DIVIDED (53 FT. HALF-WIDTH)
	SECONDARY	4 LANE (45 FT. HALF-WIDTH)
	COMPUTER	2 LANE (32 FT. HALF-WIDTH)
	HILLSIDE MAJOR	6 LANE DIVIDED (60 FT. HALF-WIDTH)
	HILLSIDE PRIMARY	6 LANE DIVIDED (53 FT. HALF-WIDTH-NO ACCESS) (59 FT. HALF-WIDTH-WITH ACCESS)
	HILLSIDE SECONDARY	4 LANE (33 FT. HALF-WIDTH-NO ACCESS) (39 FT. HALF-WIDTH-WITH ACCESS)
	HILLSIDE COMPUTER	2 LANE (21 FT. HALF-WIDTH-NO ACCESS) (27 FT. HALF-WIDTH-WITH ACCESS)
	CRITICAL INTERSECTION	4 LANE OR 4 LANE DIVIDED (72 FT. HALF-WIDTH-MAJOR) (65 FT. HALF-WIDTH-PRIMARY) STANDARD DETAIL NO. 138 (3 SHEETS)

EXEMPT INTERSECTIONS

Figure 2

Goal

To adequately assess the impacts of proposed development and/or intensification of existing land uses and propose mitigation measures to provide adequate levels of service and infrastructure.

Policies

1. Continue to review plans and permits to assure that developments provide their fair share of transportation fees/improvements to mitigate their impact.
2. Require that all new development shall pay its share of the transportation improvement costs associated with that development, including traffic mitigation affecting neighboring cities through the Inter-Jurisdictional Planning Forum process.
3. That the City of Anaheim shall collect a transportation improvement fee for improvements within its boundaries and work with other jurisdictions through Inter-Jurisdictional Planning Forums to determine minimally acceptable impact fee levels for application within the GMAs.
4. That development shall be phased and phasing programs for specific large scale projects shall be approved in accordance with any applicable Comprehensive Phasing Program (CPP) adopted by the City. CPPs shall include development phasing plans which establish both a phasing allocation of development commensurate with roadway capacities and an overall build-out development plan which can be supported by implementation of the planned circulation system.
5. All new development shall pay its fair share of the costs associated with cumulatively needed traffic improvements/programs. This shall be accomplished with collection of a Citywide transportation improvement fee that meets or exceeds the minimally acceptable fee levels identified through the Growth Management Area Inter-Jurisdictional Planning Forums. New Measure M sales tax revenues shall not be used to replace private developer funding which has been committed for any project or normal subdivision obligations, and shall be applied towards maintenance and/or correction of existing LOS deficiencies.

Implementation Programs for Circulation

The Implementation programs for the entire Growth Management Element are contained in Section IX of this document. The following discussion relates to the Circulation section and its specific relationship with Implementation programs.

1. Development Mitigation/Transportation Fee Program

Within twelve months of the adoption of this Element, a Citywide Transportation Improvement Fee Program shall be established for all new development.

This Citywide Transportation Improvement Fee Program shall provide that all new development pay its fair share of cumulatively needed arterial improvements. The fee amount(s) shall meet or exceed the minimally acceptable fee levels established through the Growth Management Areas Inter-Jurisdictional Planning Forums. The Citywide Transportation Improvement Fee Program shall serve as a means to balance housing options with job opportunities through a fee calculation methodology that credits reductions in forecast vehicle miles traveled (VMT).

Credits shall also be given for payment of existing fee programs currently established to fund arterial improvements (i.e., Santa Ana Canyon Road Community Facilities District; Anaheim Stadium Business Center fee program) and for Master Plan of Arterial Highway improvements which are constructed and/or paid for by the developer as part of the developer's mitigation of project impacts as set forth in the project approval.

2. Comprehensive Phasing Program

Within twelve months of adoption of this Element, the Public Works/Engineering Department shall prepare a Comprehensive Phasing Program (CPP) to provide that transportation improvements are added in balance with proceeding development. The CPP shall provide reasonable lead times (up to three years from first building permit or up to five years from first grading permit for each approved phase of the project) to design and construct specific transportation improvements needed to maintain/attain acceptable LOS.

3. Performance Monitoring Program

Within twelve months of the adoption of this Element, a Performance Monitoring Program shall be established to provide an annual evaluation of compliance with development phasing allocations established pursuant to this Element. This program will also provide that transportation improvements or funding are actually provided in order for development to continue. If the improvements/funding are not provided, development shall be deferred until compliance with the provisions of this program is achieved; an alternative approach to assure that infrastructure is provided prior to or commensurate with the new development; or eliminated, if acceptable (LOS has been achieved by other projects or programs).

In addition, the Performance Monitoring Program will provide an annual evaluation of the maintenance of transportation LOS. Annual traffic reports provided under this program shall use data collected within three months of preparation of the report but not within the time period of June through August and November 15 through January 5. In the event that the Performance Monitoring Program identified one or more LOS deficiencies, measures shall be implemented to correct identified deficiencies.

In the event that the financing and implementation provisions of this Element are through subsequent, legally valid Development Agreements, said agreements shall be consistent with this Element and its implementing ordinances, plans and programs.

Element 10000

Element 10000 is a part of the City's overall plan for the development of the City. It is a part of the City's overall plan for the development of the City. It is a part of the City's overall plan for the development of the City.

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VII. Parks and Open Space

This Section addresses Parks and Open Space as it relates to growth management and is intended to supplement the Parks and Open Space Section included in the Environmental Resource and Management Element of the General Plan. Goals and policies relative to growth management are included herein with the balance of the goals and policies relating to Parks and Open Space included in the Environmental Resource and Management Element.

Present Status

Anaheim presently owns or operates 43 park sites, 40 of which are developed, and 3 are undeveloped. Total park acreage equals 515.5 acres, with 378.0 acres of developed neighborhood and community parks, 109.0 acres of special use parks, and 28.5 acres of undeveloped parks.

There are a wide variety of recreation and community service facilities available in the park system. Examples of active recreational services include: baseball fields, softball fields, soccer fields, and swimming pools. Passive recreational uses include barbecue areas, picnic shelters, hiking areas, a nature center, an amphitheater, and various community and neighborhood center facilities.

Anaheim's public schools also provide a wide variety of recreational facilities that are available to the City's residents during non-school use periods and holidays. School facilities are considered an important adjunct to City-owned and operated parks. A number of these facilities are operated and maintained through joint use agreements between the City and the eight school districts serving the City.

There are many types of open space in the City, including water-related open spaces, natural resources, parks and recreational areas, scenic vistas and other types and uses (areas designated open space due to their topographic, geological constraints or they have special historic or scientific value).

There is one community center in the City, Brookhurst Community Center, a senior citizens center in Central and West Anaheim, a community facility at George Washington Center and three neighborhood facilities, Ponderosa, Manzanita and Peralta. These facilities are operated from General Fund monies.

There is a Parks fee that is collected for each new development. This fee covers upgrades and improvements of existing facilities, making parks handicapped accessible, etc. There is not enough money in this account to pay for new park acquisition and construction.

The Parks, Recreation and Community Services Department has a Parks and Community Center Master Plan which lists the existing parks and community centers and their deficiencies. They budget the parks fees they have received in the CIP to use towards correcting these deficiencies. The park fees do not add up to enough to correct all identified deficiencies.

Future Outlook

The City's standard for parks is two acres per 1,000 persons. By the year 2010, the City will need 630.5 acres of local parks to attain the two acres per thousand population standard if the population grows as projected. Several new parks are presently in the planning stages, a 10,000 square foot Community Center facility in the Mountain Park development along with large open space areas in Deer Canyon and the Mountain Park and Cypress Canyon developments. Currently, park acreage per 1,000 persons is slightly less than the City park standard of two acres per thousand population, especially in the Central and Western Areas of the City as infill and redevelopment of projects involve an intensification of use. The Parks, Recreation and Community Services Department will be looking for continued joint use of school facilities, use of underutilized lands such as power easements, parcel assemblage or other ways to acquire the land and facilities necessary to achieve the 2 acres of parks per 1,000 population standard.

A revised Parks, Recreation and Community Services Element is currently being developed. It will be the Parks, Recreation and Community Services Element to the General Plan and will be included in the Environmental Resource and Management Element. It is scheduled for City Council consideration in early 1992.

Goal

To adequately assess the impacts of proposed development and/or intensification of existing land uses and propose mitigation measures to assure that adequate levels of service are provided and that the goal of a minimum of two acres of parks per thousand population is required of new developments.

Policies

1. Locate neighborhood parks adjacent to schools, where possible, in order to facilitate joint usage of publicly-owned land and facilities.
2. Design and develop new multi-purpose indoor and outdoor facilities to serve as many compatible overlapping uses as possible.
3. Develop a network of at least one multiuse indoor facility per 25,000 residents conveniently located to meet the increasingly diverse recreation and community service needs of Anaheim's current and future residents.
4. Pursue park acquisition and development strategies aimed at ensuring that the amount of park land per capita available to neighborhood residents does not decrease where neighborhood population and/or housing densities are increasing.
5. Continue to review plans and permits to assure that developments provide their fair share contribution to park land/facilities.
6. Update services to keep current with the changing population, i.e., more bilingual programs, more programs for senior citizens, etc.

VIII. Air Quality

This section is a new addition to the General Plan.

Present Status

The Clean Air Act, promulgated in 1970 and amended twice thereafter (including the recent 1990 amendment), establishes the framework for modern air pollution control. The Act directs the Environmental Protection Agency (EPA) to establish ambient air standards for six pollutants: Ozone, Carbon Monoxide, Lead, Nitrogen Dioxide, Particulate Matter and Sulphur Dioxide. The Federal standards, National Ambient Air Quality Standards (NAAQS), are divided into primary and secondary standards; the former are set to protect human health within an adequate margin of safety and the latter to protect environmental values such as plant and animal life.

According to the Act, states are required to submit a State Implementation Plan (SIP) for areas that exceed the NAAQS, or nonattainment areas. The SIP, which is reviewed and approved by the EPA, must demonstrate how Federal standards will be achieved. Failure to submit a plan or secure approval could lead to denial of Federal funding and permits for such improvements as highway construction and sewage treatment plants. In cases where the SIP is submitted but fails to demonstrate achievement of the standards, the EPA is directed to prepare a Federal Implementation Plan.

With the aim of complying with all Federal standards by 2007, the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) jointly prepared the 1989 Air Quality Management Plan (AQMP). The AQMP calls for the implementation of rules and regulations by the Air Resources Board, the SCAQMD, the EPA and local jurisdictions. Table 7, on the following page, provides an outline of agency responsibilities in air quality planning.

The AQMP calls upon local governments to achieve an 8% reduction regionwide in emissions from reactive organic gases and oxides of nitrogen. Specifically, local governments are asked to implement appropriate control measures contained in the AQMP to achieve this reduction. If all of the applicable control measures are implemented, the air quality standards should be achieved.

One of the control measures for local agencies to implement is the adoption of a Growth Management Element to the General Plan. This Growth Management Element is addressing that control measure as well as other local, regional and statewide programs. The key element to the Growth Management Element recommended by the AQMP, is the concept of jobs/housing balance.

The concept of jobs/housing balance refers to the distribution of employment relative to the distribution of workers within a given geographical area. A community is considered "balanced" when these distributions are approximately equal. The concept implicitly assumes

TABLE 7

AGENCY RESPONSIBILITIES IN AIR QUALITY PLANNING

Agency	Level of Government	Enabling Legislation	Responsibilities
EPA	Federal	Clean Air Act ¹	Establishes NAAQS. Approves SIP. Levies sanctions against nonattainment areas.
ARB	State	Federal Clean Air Act California Clean Air Act ²	Prepares and submits SIP to EPA. Reviews regional plans to ensure every reasonable TDM action is taken to achieve standards at earliest practicable date. ³ Emission standards for mobile sources.
SCAG	Local	Federal Clean Air Act California Clean Air Act	Submits annual progress report to EPA and ARB. Responsible for transportation and land use measures. ⁴
SCAQMD	Local	California Clean Air Act	Adopt, implement, and enforce transportation control measures. ⁵ Regulate stationary sources. Review indirect sources.
City/County	Local		Implement land use and transportation control measures.

¹ Amended in November 1990

² AB 2595 Sher Act, 1988

³ Health and Safety Code, Section 41503.5

⁴ Health and Safety Code, Section 40717 (b)-(b-f)

⁵ Health and Safety Code, Section 40716-17

that workers will choose to work as close to their home as possible (or that workers choose homes as close to their job as possible). If a given area has a much greater concentration of employment than resident workers, workers must be attracted from other areas, leading to longer commutes. Similarly, if residents greatly outnumber job opportunities, they must seek jobs in more distant areas.

According to the Regional Growth Management Plan prepared by SCAG, Anaheim is located in two subregions, Northwest Orange and Southeast Orange. The Northwest Orange subregion has a projected jobs/housing balance ratio of 1.44 for the year 2010 and the Southeast Orange subregions is predicted to be 1.45 in 2010. Both subregions are considered jobs rich. SCAG has set a goal of 1.22 for 2010 in order for a subregion to be considered balanced.

It has been recognized that the jobs/housing balance is controversial and appears to infringe on the land use planning that local agencies perform. In order to address this issue, SCAG formed a task force to look at alternatives to the jobs/housing balance ratio. The alternative that was suggested was to seek a goal of a reduction in vehicle miles traveled (VMT). The ability to correlate VMT reduction strategies to the equivalent job/housing balance result has recently been developed at the subregional level. SCAG staff is currently developing City level targets that Anaheim and its adjoining jurisdictions may utilize in identifying appropriate targets.

Future Outlook

Anaheim is striving towards implementing as many of the control measures in the AQMP as is reasonable. The City's Public Works/Engineering Department is currently working on implementing the required measures of the Air Quality Element control measure. This may take the form of an Air Quality Element or be incorporated into existing programs. The City has implemented a Regulation 15 program (Regulation 15 is the regulation established by SCAQMD that requires businesses with 100 or more employees to achieve a person per vehicle ratio of 1.5 as one method of improving the air quality) and is striving to implement additional programs designed to improve the person per vehicle ratio. Various other departments in the City are working on implementing the transportation control measures that apply to them, such as Fleet Maintenance utilizing vehicles that operate on methanol or electricity, studying the implementation of telecommuting for City employees, etc. A complete list of transportation control measures for which local governments are responsible for are contained in Appendix IV-E of the 1991 Air Quality Management Plan.

Goal

To adequately assess the impacts of proposed development and/or intensification of existing land uses and propose mitigation measures to assure that SCAQMD air quality standards are achieved, the greatest reduction possible in vehicle miles traveled is achieved, and that land uses are proportionately balanced.

Policies

1. Continue to require all developments to comply with the requirements of the Air Quality Management Plan.
2. Strive towards an achievement of balanced land use, whereby residential, non-residential and public land uses are proportionally balanced.
3. Continue to ensure that the City's Housing Element addresses the Regional Housing Needs Assessment goals for the Anaheim area.
4. Continue to reduce the amount of vehicle miles traveled through the implementation of transportation demand management (TDM) programs (the City recently adopted TDM Ordinance #5209) and other programs designed to promote trip reductions, increase vehicle occupancy ratio, etc.
5. Pursue methods to reduce vehicle miles traveled through non-regulatory and voluntary market-based incentive efforts.
6. Strive to achieve compliance with applicable Federal and State standards for air quality.
7. Adopt an Air Quality Element or an Implementation Ordinance which would address the measures listed in the Air Quality Management Plan.

IX. Implementation Programs

1. Development Mitigation Program: Within 12 months of the adoption of this Element, a Development Mitigation Program, as required by Measure M, shall be established by the Public Works/Engineering Department requiring all new development to pay its share of the costs associated with transportation improvements to mitigate/implement that development. Participation shall be on a pro-rata basis and be required of all applicable development projects except where an increased level of participation exceeding these requirements is established through negotiated legal mechanisms. The City currently requires pro-rata participation for projects via mitigated Negative Declarations and Environmental Impact Reports. The Public Works/Engineering Department is currently working on developing a city-wide transportation improvement fee for City Council consideration for all new development which will eventually be the City's Development Mitigation Program. By this process, the requirements of the Development Mitigation Program will be met.

The Program will be coordinated through Inter-Jurisdictional Planning Forums in order to determine minimally acceptable impact/improvement fees for application within the Growth Management Areas (GMA).

2. Comprehensive Phasing Program: Measure M requires the City to prepare a Comprehensive Phasing Program (CPP). The CPP shall contain a development phasing component so that infrastructure is added as development proceeds so that the provision of road improvements and public facilities is in balance with demand (this applies to the Hill and Canyon Area only - for "developing areas"). The CPP shall utilize the growth assumptions and projections contained in those currently being developed by Orange county staff in cooperation with SCAG (OCP-92). The Program shall provide reasonable lead time to design and construct specific transportation and public facilities improvements. A Specific Plan may be used in place of a CPP. Per Measure M, the City is considered "developing" in the Hill and Canyon Area only. This area, Planning Area B of the City, is a planned community area. As a new planned community is processed in this area, the approval process typically includes an Environmental Impact Report and a Specific Plan (which includes Planning and Zoning Standards and a Public Facilities Plan). By this process, the requirements of the Comprehensive Phasing Program are met.
3. Performance Monitoring Program: Within 12 months of the adoption of this Element, a Performance Monitoring Program, as required by Measure M, shall be established to provide an annual evaluation of compliance with development phasing allocations in the Hill and Canyon Area (developing areas only). This program will also ensure that road and other public facilities improvements or funding are actually provided in order for development to continue. If the improvements/funding are not provided, the City shall develop an alternative approach to assure that infrastructure is provided prior to or commensurate with the new development. By this process, the requirements of the Performance Monitoring Program are met.

In addition, the Performance Monitoring Program will provide an annual city-wide evaluation of the maintenance of transportation and public facilities service levels. Annual traffic reports provided under this Program shall utilize data collected within one year of preparation of the

report. In the event that the Performance Monitoring Program identifies one or more service level deficiencies, measures shall be taken to correct identified deficiencies.

4. Additional Implementation Programs: Other implementing measures, deemed necessary by the City to further the goals of this Element, may be established which will either supplement or supercede the existing implementing measures. Suggested measures include directing growth and funds to special growth areas such as the Anaheim Stadium Business Center Area, establishing special fees for areas to pay for infrastructure upgrading and ongoing operational costs, establishing Growth Management Areas (similar to the GMAs established by Measure M for transportation improvements) for neighborhoods for infrastructure and service enhancements in Central and Western Anaheim, and other areas as appropriate.

X. Definitions

1. **Air Quality Management Plan (AQMP)** shall refer to the comprehensive policy document that delineates goals, policies, pollution reduction strategies, and implementation responsibilities for improving air quality in the South Coast Air Basin.
2. **Capital Improvement** shall mean and refer to a project (water line, street, park, building, etc.) of a long-term nature/life constructed for the public good.
3. **Capital Improvement Program (CIP)** shall mean a listing of capital projects needed to meet, maintain and improve a jurisdiction's adopted level of service and performance standards for infrastructure. The CIP shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements.
4. **Capital Project** shall mean and refer to the construction, reconstruction, enlargement, expansion or enhancement of a transportation or public infrastructure facility and shall include all associated project costs, including planning, design, engineering, land acquisition, utility relocation, auxiliary facilities, administrative charges and contingencies.
5. **City** shall mean and refer to the City of Anaheim.
6. **City Council** shall mean and refer to the City Council of the City of Anaheim.
7. **Comprehensive Phasing Program (CPP)** shall mean a road and public facilities improvement and financing plan which responds to the level of service requirements in this Element. With regard to road improvements, a CPP must include level of service requirements and take into account measurable traffic impacts on the circulation system.
8. **Congestion** refers to the traffic conditions on roads, highways, or freeways which do not permit movement on the facility at optimal legal speeds. Characterized by unstable traffic flows.
9. **County** shall mean and refer to the County of Orange.
10. **Deficient Intersection Fund** shall mean a trust fund established to implement necessary improvements to existing intersections which do not meet the Traffic Level of Service Policy.
11. **Deficient Intersection Account** shall mean a project account of intersections that: 1) do not meet the Traffic Level of Service Policy for reasons that are beyond the control of the City (e.g., ramp metering effects, freeway avoidance traffic, traffic generated outside the City's jurisdiction, etc.) and; 2) are not brought into compliance with the LOS standard in the most current

- Seven-Year Capital Improvement Program. Additional intersections may be added by the City to the Deficient Intersection List only as a result of conditions which are beyond the control of the City.
12. **Freeway** shall mean and refer to freeways as defined in the Regional Transportation Improvement Program, a part of the required Federal and State Regional Transportation Plan.
 13. **Fund** shall mean an independent fiscal accounting entity with self-balancing accounts.
 14. **General Fund** shall mean and refer to the accounts for tax and other general purpose revenues as well as the City's general government activities.
 15. **Growth Management Areas (GMAs)** shall mean subregions of the County established by the City-County Coordination Committee (or successor) to promote Inter-Jurisdictional Planning Forums coordination in addressing infrastructure concerns and in implementing needed improvements.
 16. **Growth Management Element** shall mean the Growth Management Element of the City of Anaheim General Plan, a permissive element of the General Plan adopted in accordance with Government Code Section 65303 et seq., and as required by the Revised Traffic Improvement and Growth Management Ordinance (Measure M).
 17. **High Occupancy Vehicle (HOV)** shall refer to a motor vehicle occupied by two or more persons, including automobiles, vans, buses, and taxis.
 18. **Infrastructure** shall mean the basic facilities, equipment, services, and installations needed for the growth and functioning of a community such as sewer systems, roadways, water systems, etc.
 19. **Level of Service (LOS)** shall mean and refer to a standard that measures the ratio of demand to capacity for a transportation facility. The Level of Service for roadway facilities shall be measured in accordance with the Traffic Level of Service Policy Implementation Manual established by the Local Transportation Authority. The Level of Service ratings for non-transportation facilities (i.e., fire and police emergency response times, as well as library and parks/open space requirements) shall be determined by each responsible City department.
 20. **Local Transportation Authority** as currently designated by the Orange County Board of Supervisors shall mean the Orange County Local Transportation Authority.
 21. **Operating Budget** shall refer to the fiscal plan detailing current operating programs, including an estimate of proposed expenditures and the proposed means to finance them.

22. **Park and Ride Facility** shall mean and refer to that facility which permits a patron to park in the area provided and transfer to a carpool, vanpool, bus or rail.
23. **Peak Period or Peak Hour Demand** shall mean and refer to the time of most intensive use of a service or of a facility. In terms of travel, there is a morning and an afternoon peak on streets and highways.
24. **Primary Arterial** shall mean and refer to Primary Arterials as defined in the City's Circulation Element as of the effective date of the adoption of the Growth Management Element.
25. **Public Facility** shall include Freeways, Highways, Primary Arterials, Major Streets, police and fire protection facilities, parks, libraries, public transit, schools, operation yards and open space.
26. **Regional Mobility Plan (RMP)** shall mean and refer to the comprehensive regional planning document for the SCAG region which provides specific means for recapturing and retaining the transportation mobility levels of 1984.
27. **Regional Transportation Improvement Program (RTIP)** shall mean and refer to the five year, multi-modal program of regional transportation improvements for highways, transit, and aviation. The RTIP consists of projects drawn from the Regional Transportation Plan. The projects are directed at improving the overall efficiency and people-moving capabilities of the existing transportation system while incrementally being developed into the long-range plan.
28. **Regulation XV** shall mean the regulation developed by the South Coast Air Quality Management District affecting public and private employers in the South Coast Air Basin. It is designed to reduce air pollution by reducing the number and type of commuter vehicle trips between home and work during the 6:00 a.m. to 10:00 a.m. period.
29. **Southern California Association of Governments (SCAG)** shall mean and refer to the metropolitan planning organization for the six county region which includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.
30. **South Coast Air Quality Management District (SCAQMD)** shall mean and refer to the air pollution control district for the area which includes the County of Orange and the urbanized portions of Los Angeles, Riverside and San Bernardino Counties.
31. **State Transportation Improvement Program (STIP)** shall mean the transportation capital improvement program adopted by the California Transportation Commission pursuant to California Government Code Section 14529.
32. **Street** shall mean and refer to Major, Primary and Secondary arterials defined by the City's Circulation Element.

33. **Telecommunications** shall mean and refer to the conveyance of information by electronic means, examples of which include the telephone, interactive cable facilities, computer networks and video conference centers.
34. **Transportation Demand Management (TDM)** shall mean those programs and projects designed to reduce demand on the transportation system through methods such as establishing carpools, flex-time work schedules, etc.
35. **Transportation Systems Management (TSM)** shall mean those programs and projects designed to increase capacity on the transportation system such as intersection widening, signal coordination, etc.
36. **Vehicle Miles Travelled (VMT)** shall refer to the total miles travelled by all vehicles in a particular geographic area measured over a 24-hour period.

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